

GIS REGISTRY INFORMATION

SITE NAME: Ashland Water Utility Pump Station

BRRTS #: 03-02-222110

CLOSURE DATE: _____

STREET ADDRESS: 1220 Water St.

CITY: Ashland

SOURCE PROPERTY GPS COORDINATES (meters in WTM91 projection): X= 453264 Y= 681124

OFF-SOURCE CONTAMINATION (>ES): Yes No

IF YES, STREET ADDRESS 1: _____
GPS COORDINATES (meters in WTM91 projection): X= _____ Y= _____

IF YES, STREET ADDRESS 2: _____
GPS COORDINATES (meters in WTM91 projection): X= _____ Y= _____

IF YES, STREET ADDRESS 3: _____
GPS COORDINATES (meters in WTM91 projection): X= _____ Y= _____

IF YES, STREET ADDRESS 4: _____
GPS COORDINATES (meters in WTM91 projection): X= _____ Y= _____

IF YES, STREET ADDRESS 5: _____
GPS COORDINATES (meters in WTM91 projection): X= _____ Y= _____

SOIL CONTAMINATION >GENERIC OR SITE-SPECIFIC RCL: Yes No

IF YES, STREET ADDRESS 1: _____
GPS COORDINATES (meters in WTM91 projection): X= _____ Y= _____

IF YES, STREET ADDRESS 2: _____
GPS COORDINATES (meters in WTM91 projection): X= _____ Y= _____

CONTAMINATION IN RIGHT OF WAY: Yes No

DOCUMENTS NEEDED:
Closure Letter, and any conditional closure letter issued
Copy of most recent deed, including legal description, for all affected properties
Certified survey map or relevant portion of the recorded plat map (if referenced in the legal description) for all affected properties
County Parcel ID number, if used for county, for all affected properties
Location Map which outlines all properties within contaminated site boundaries on USGS topographic map or plat map in sufficient detail to permit the parcels to be located easily (8.5x14" if paper copy). If groundwater standards are exceeded, the map must also include the location of all municipal and potable wells within 1200' of the site.

201-982-0000

Detailed Site Map(s) for all affected properties, showing buildings, roads, property boundaries, contaminant sources, utility lines, monitoring wells and potable wells. (8.5x14", if paper copy) This map shall also show the location of all contaminated public streets, highway and railroad rights-of-way in relation to the source property and in relation to the boundaries of groundwater contamination exceeding ch. NR 140 ESs and soil contamination exceeding ch. NR 720 generic or site-specific residual contaminant levels.

Tables of Latest Groundwater Analytical Results (no shading or cross-hatching)

Tables of Latest Soil Analytical Results (no shading or cross-hatching)
Isoconcentration map(s), if required for site investigation (SI) (8.5x14" if paper copy). The isoconcentration map should have flow direction and extent of groundwater contamination defined. **If not available, include the latest extent of contaminant plume map.**

GW: Table of water level elevations, with sampling dates, and free product noted if present

GW: Latest groundwater flow direction/monitoring well location map (should be 2 maps if maximum variation in flow direction is greater than 20 degrees)

SOIL: Latest horizontal extent of contamination exceeding generic or site-specific RCLs, with one contour.

Geologic cross-sections, if required for SI. (8.5x14' if paper copy)

RP certified statement that legal descriptions are complete and accurate

Copies of off-source notification letters (if applicable)

Letter informing ROW owner of residual contamination (if applicable)(public, highway or railroad ROW)

Copy of (soil or land use) deed restriction(s) or deed notice if any required as a condition of closure.

X
X
X
X
X
X
X
X

N/A
N/A
N/A



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
William H. Smith, Regional Director

Northern Region Headquarters
107 Sutliff Ave.
Rhinelander, Wisconsin 54501-0818
Telephone 715-365-8900
FAX 715-365-8932
TDD 715-365-8957

June 4, 2003

City of Ashland
Attn: Mr. James Struck
601 Main St
Ashland, WI 54806

SUBJECT: Final Case Closure By Closure Committee
Ashland Water Utility Pump Station, 1220 Water St, Ashland
WDNR BRRTS #: 03-02-222110
PECEA # 54806-2168-20

Dear Mr. Struck:

On March 6, 2003, your site as described above was reviewed for closure by the Northern Region Closure Committee. This committee reviews environmental remediation cases for compliance with state laws and standards to maintain consistency in the closure of these cases. On March 31, 2003, you were notified that the Closure Committee had granted conditional closure to this case.

On June 4, 2003, the Department received correspondence indicating that you have complied with the conditions of closure, specifically, documentation of the abandonment of the monitoring wells on the site. Based on the correspondence and data provided, it appears that your case has been remediated to Department standards in accordance with s. NR 726.05, Wis. Adm. Code. The Department considers this case closed and no further investigation, remediation or other action is required at this time.

Your site will be listed on the DNR Remediation and Redevelopment GIS Registry of Closed Remediation Sites. Information that was submitted with your closure request application will be included on the registry. To review the sites on the GIS Registry web page, visit <http://gomapout.dnr.state.wi.us/org/at/et/geo/gwur/index.htm>.

Please be aware that this case may be reopened pursuant to s. NR 726.09, Wis. Adm. Code, if additional information regarding site conditions indicates that contamination on or from the site poses a threat to public health, safety or welfare, or the environment.

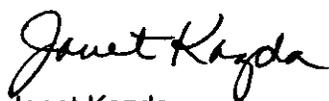
The Department appreciates your efforts to restore the environment at this site. If you have any questions regarding this letter, please contact me at 715-365-8990.



*Quality Natural Resources Management
Through Excellent Customer Service*



Sincerely,
NORTHERN REGION



Janet Kazda
Remediation and Redevelopment Program

cc: File
Chris Saari, Ashland

Heather Krauel
MSA
408 Board of Trade Building
301 W 1st St
Duluth, MN 558002



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

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Northern Region Headquarters
107 Sutliff Ave.
Rhinelander, Wisconsin 54501-0818
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FAX 715-365-8932
TDD 715-365-8957

March 31, 2003

City of Ashland
Attn: Mr. James Struck
601 Main St
Ashland, WI 54806

Subject: Conditional Case Closure
Ashland Water Utility Pump Station, 1220 Water St, Ashland, Wisconsin
WDNR BRRTS # 03-02-222110
PECFA # 54806-2168-20

Dear Mr. Struck:

On March 6, 2003, your request for closure of the case described above was reviewed by the Northern Region Closure Committee. The Closure Committee reviews environmental remediation cases for compliance with state rules and statutes to maintain consistency in the closure of these cases. After careful review of the closure request, the Closure Committee has determined that the petroleum contamination on the site appears to have been investigated and remediated to the extent practicable under site conditions. Your case has been remediated to Department standards in accordance with s. NR 726.05, Wis. Adm. Code and will be closed if the following conditions are satisfied:

The monitoring wells at the site must be properly abandoned in compliance with ch. NR 141, Wis. Adm. Code. Documentation of well abandonment must be submitted to me on Form 3300-5B found at www.dnr.state.wi.us/org/water/dgw/gw/ or provided by the Department of Natural Resources.

Your site will be listed on the DNR Remediation and Redevelopment GIS Registry of Closed Remediation Sites. Information that was submitted with your closure request application will be included on the registry. To review the sites on the GIS Registry web page, visit <http://gomapout.dnr.state.wi.us/org/at/et/geo/gwur/index.htm>.

If this is a PECFA site, section 101.143, Wis. Stats., requires that PECFA claimants seeking reimbursement of interest costs, for sites with petroleum contamination, submit a final reimbursement claim within 120 days after they receive a closure letter on their site. For claims not received by the PECFA Program within 120 days of the date of this letter, interest costs after 60 days of the date of this letter will not be eligible for PECFA reimbursement.

Please be aware that the case may be reopened pursuant to s. NR 726.09, Wis. Adm. Code, if additional information regarding site conditions indicates that contamination on or from the site poses a threat to public health, safety, or welfare or to the environment.

We appreciate your efforts to restore the environment at this site. If you have any questions regarding this letter, please contact me at 715-365-8990.

Sincerely,
NORTHERN REGION



Janet Kazda
Remediation and Redevelopment Program

c: File
Chris Saari, Ashland

Heather Krauel
MSA
408 Board of Trade Building
301 W 1st St
Duluth, MN 55802

X96454 G. C. D.

Filed Jan 17, 1936 at 10:02 A. M.

E. C. Knowles, register.

THIS INSTRUMENT, made this 15th day of January, A. D. 1936, between Wisconsin Hydro Electric Company, a corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, party of the first part, and the CITY OF ASHLAND, Ashland County, Wisconsin, a Wisconsin municipality, party of the second part,

WITNESSETH That the said party of the first part, for and in consideration of the sum of One dollar (\$1.00) and other good and valuable consideration, to it paid by the party of the second part, receipt whereof is hereby confessed and acknowledged, has given, granted, bargained, sold, remised, released, and quitclaimed, and by these presents does give, grant, bargain, sell, remise, release and quitclaim unto the said party of the second part, and to its successors and assigns forever, that certain tract or parcel of land in the City of Ashland, County of Ashland, and State of Wisconsin, described as follows, to-wit:

Beginning at the point of intersection of the Northernly line of the alley running easterly and westerly through Block forty six (46), of Ellis Division and the westerly line of 12th Avenue East, being the southwest corner of Lot twenty-four (24) in said Block forty six (46), and running thence easterly along the northernly line of said alley to the westerly line of 12th Avenue East, being the southeast corner of Lot thirteen (13), in said Block forty six (46), thence northernly along the westerly line of 12th Avenue East to the northeast corner of lot six (6) in Block seven (7) in said Ellis Division; thence westerly to the northwest corner of lot six (6) in Block eight (8), in said Ellis Division and the easterly line of 12th Avenue East; thence easterly along the easterly line of said 12th Avenue East to the place of beginning, being the southeast corner of Lot one (1) in Block Seven (7). Lots one (1) to six (6), both inclusive, otherwise known and described as Lots one (1) to six (6), both inclusive, in Block eight (8) and lots thirteen (13) to twenty-four (24), both inclusive, in Block forty six (46), in said Ellis Division in the City of Ashland, together with that certain strip or parcel of land lying easterly of and adjoining lots one (1) to six (6) both inclusive, in said Block eight (8), and westerly of and adjoining lots one (1) to six (6) both inclusive, in said Block seven (7) and that certain strip or parcel of land lying southerly of and adjoining Lot one (1) in said Block seven (7) and Lot one (1) in said Block Eight (8), and the above described strip of land and northernly of and adjoining lots Thirteen (13) to twenty-four (24) both inclusive, in said Block forty-six (46).

ALL AGED

All riparian rights and accretions northernly of and adjoining and appurtenant to said Blocks seven (7) and eight (8) in Ellis Division and the aforementioned strip of land lying between said blocks;

SUBJECT, HOWEVER, to (a) right of way of Wisconsin Central Railway Company twenty-five (25) feet wide across lot one (1) in said Block seven (7), and (b) to the right now owned by Chicago & Northwestern Railway Company to construct and maintain a track across lot One (1) to six (6) inclusive, in said Block seven (7) and (c) right of way of Chicago & Northwestern Railway Company sixteen (16) feet wide for a pile bridge for a railroad track over and across lots one (1) to six (6) inclusive, in said Block eight (8).

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances and privileges thereunto belonging or in anywise thereunto appertaining, including all of the franchises, licenses or permits which the party of the first part owns on the date

hereof, used in or in connection with supplying water to the city of Ashland, and all the estate, right, title, interest and claim whatsoever of the said party of the first part, either in law or equity, either in possession or expectancy of, to the only proper use, benefit and behoof of the said party of the second part, its successors and assigns forever, which the party of the first part hereby agrees are now free and clear of all liens and encumbrances incurred or created by the party of the first part.

IN WITNESS WHEREOF, the said Wisconsin Hydro Electric Company, party of the first part, has caused these presents to be signed by H. M. Hougher, its President, and countersigned by Ira A. Hawkins, Jr., its Secretary and its corporate seal to be hereunto affixed this 15th day of January, A. D. 1926.

Signed and sealed in presence of

Chauncey E. Blake.

John Carvin.

As to H. M. Hougher.

Signed and sealed in presence of

Chauncey E. Blake.

John Carvin.

As to Ira A. Hawkins Jr.

WISCONSIN HYDRO ELECTRIC COMPANY,

By H. M. Hougher, its president.

Countersigned and attested:

Ira A. Hawkins Jr., its secretary.

(Corporate seal)

State of Illinois,

ss.

County of Cook. Personally came before me this 15th day of January, A. D. 1926, H. M. Hougher, President of the above named corporation, and Ira A. Hawkins, Jr., Secretary of the above named corporation, to me known to be the persons who executed the foregoing instrument and to me known to be such president and secretary respectively of said corporation, and acknowledged that they executed the foregoing instrument, as such officers, as the deed of said Wisconsin Hydro Electric Company by its authority.

Edward F. Brubaker, Notary Public,

Cook Co., Illinois.

(Notarial seal)

My comm. expires Oct. 11, 1929.

DEED NO. 82584

THE GRANTOR, CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY, a Delaware corporation, whose principal office is located at 165 N. Canal Street, Chicago, Illinois, for the consideration of SIXTY FIVE THOUSAND ONE HUNDRED SIXTY EIGHT AND NO/100

-----DOLLARS

(\$ 65,168.00), conveys and quitclaims to CITY OF ASHLAND, WISCONSIN

of

GRANTEE, all interest in the following described real estate situated in the City
of Ashland, County of Ashland, and the State of Wisconsin

to wit: PARCEL 1

That part of Block 100 in the Town (now City) of Ashland (Proper) lying between lines parallel with and distant 25 feet Northwesterly and 25 feet Southeasterly, measured at right angles and radially, from the center line of the main track of the "Shore Line" branch of the Ashland Railway Company (later the Chicago, St. Paul, Minneapolis & Omaha Railway Company, now the Chicago and North Western Transportation Company), as said main track center line was originally located and established.

ALSO:

That part of Block 99 in the Town (now City) of Ashland (Proper) lying between lines parallel with and distant 25 feet Northwesterly and 25 feet Southeasterly, measured at right angles, from the center line of the main track of the "Shore Line" branch of the Ashland Railway Company (later the Chicago, St. Paul, Minneapolis & Omaha Railway Company, now the Chicago and North Western Transportation Company), as said main track center line was originally located and established.

ALSO:

A strip of land 20 feet in width extending over and across Blocks 95, 96, 97 and 98 (and Northwesterly extensions thereof), all in the Town (now City) of Ashland (Proper) and of Block 12 in Vaughn's Division of the City of Ashland; and extending over and across those parts of 9th Avenue West, 8th Avenue West, and 7th Avenue West, lying between and adjoining said Blocks, said strip of land being 10 feet in width on each side of the center line of the main track of the "Shore Line" branch of the Ashland Railway Company (later the Chicago, St. Paul, Minneapolis & Omaha Railway Company, now the Chicago and North Western Transportation Company), as said main track center line was originally located and established.

ALSO:

That part of Block 71 (including the alley therein) in Vaughn's Division of the Village (now City) of Ashland, lying between lines parallel with and distant 25 feet Northwesterly and 25 feet Southeasterly, measured at right angles, from the center line of the main track of the "Shore Line" branch of the Ashland Railway Company (later the Chicago, St. Paul, Minneapolis & Omaha Railway Company, now the Chicago and North Western Transportation Company), as said main track center line was originally located and established.

PARCEL 2

A strip of land 17 feet in width extending over and across part of Lot 8 in Block 13 of Ellis Division of the City of Ashland, and across 11th Avenue East lying Easterly of and adjoining said Block 13, said strip of land being 8.5 feet in width on each side of the center line of the "Bay Shore" spur or main track of the Milwaukee Lake Shore and Western Railway Company (now the Chicago and North Western Transportation Company), as said spur or main track was originally located, and lying Southeasterly

of a line parallel with and distant 5 feet Southeasterly, measured radially, from the center line of the Clarkson Coal & Dock Company spur track (now removed), as originally located.

ALSO:

A strip of land 17 feet in width extending over and across Lots 13, 14, 15, 16, 17, 18, 22, 23 and 24, and the alley, in Block 9 of Ellis Division of the City of Ashland, and 12th Avenue East lying Northeasterly of and adjoining said Block 9, said strip of land being 8.5 feet in width on each side of the center line of said "Bay Shore" spur or main track.

ALSO:

A strip of land 25 feet in width extending over and across Lots 19, 20, and 21 in said Block 9, said strip of land being 12.5 feet in width on each side of said "Bay Shore" spur or main track center line.

ALSO:

That part of Lot 4 in Block 6 of Ellis Division of the City of Ashland lying Northwesterly of a line parallel with and distant 8.5 feet Southeasterly, measured at right angles, from the center line of said "Bay Shore" spur or main track and lying Southeasterly of the following described line: Beginning at a point on the Southwesterly line of said Block 8, distant 16.5 feet Northwesterly, measured at right angles, from said spur or main track center line; thence Northeasterly along a straight line to a point distant 95.5 feet Northeasterly, measured at right angles, from the Southwesterly line of said Block 8; and distant 8.5 feet Northwesterly, measured at right angles, from said spur or main track center line; thence Northeasterly parallel with said center line a distance of 32 feet, more or less, to a point on the Northeasterly line of said Block 8, and there terminating.

ALSO:

A strip of land 17 feet in width extending over and across Lot 4 in Block 7 and an unnamed street lying between Blocks 7 and 8, and 13th Avenue East, of Ellis Division of the City of Ashland, said strip of land being 8.5 feet in width on each side of the center line of said "Bay Shore" spur or main track.

ALSO:

A strip of land 18 feet in width extending over and across Blocks 5, 6, 48 and 49, including the alleys therein and over and across 14th Avenue East, 15th Avenue East, Water Street East, and an unnamed street lying between said Blocks 5 and 6, all in Ellis Division of the City of Ashland, said strip of land being 9 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, and 9 feet in width on each side of the center line of that part of Chicago and North Western Transportation Company spur track ICC No. 131 lying Westerly of the point of switch for said track ICC No. 141, both tracks as now located.

ALSO:

A strip of land 30 feet in width extending over and across Blocks 2, 3, and 4, 16th Avenue East, 17th Avenue East and an unnamed street lying between said Blocks 3 and 4, all in Ellis Division of the City of Ashland, said strip of land being 15 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located.

ALSO:

That part of Block 1 in the Lake Shore Division of the City of Ashland, and of Block 1 of Ellis Division of the City of Ashland, and of the unnamed street lying between Blocks 1 and 2 in said Ellis Division, lying Southeasterly of a line parallel with and distant 10 feet Northwesterly, measured at right angles and radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 142, as said spur track is now located, lying Northwesterly of a line parallel with and distant 10 feet Southeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as now located and lying Southwesterly of the following described line: Commencing at the most Northerly corner of said Block 2 (Ellis Division); thence Northeasterly along the Northwesterly line, extended, of said Block 2, and the Northwesterly line

and extensions thereof, of said Block 1 (Ellis Division), a distance of 395 feet to the point of beginning of the following described line: thence Southeasterly parallel with the Northeasterly line of said Block 2 a distance of 350 feet, and there terminating.

ALSO:

A strip of land 30 feet in width extending over and across part of Block 1 of Lake Shore Division of the City of Ashland, and over and across part of 20th Avenue East lying Northeasterly of and adjoining said Block 1, said strip of land being 15 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located, lying Southwesterly of the center line of 20th Avenue East, and lying Northeasterly of the following described line: Commencing at the most Northerly corner of Block 2 in Ellis Division of the City of Ashland; thence Northeasterly along the Northwesterly line, extended, of said Block 2, and the Northwesterly line, and extensions thereof, of Block 1 (Ellis Division), a distance of 395 feet to the point of beginning of the following described line: thence Southeasterly parallel with the Northeasterly line of said Block 2 a distance of 350 feet, and there terminating.

ALSO:

Those parts of Blocks 1 and 2 in the Lake Shore Division of the City of Ashland, together with that part of 20th Avenue East lying between said Blocks, all bounded and described as follows: Beginning at a point distant 15 feet Southeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as now located, and distant 9 feet Northerly, measured radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 225, as now located; thence Easterly parallel with said spur track (ICC No. 225) center line a distance of 525 feet, more or less, to a point distant 9 feet Northeasterly, measured radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 237, as now located; thence Easterly parallel with said last described spur track (ICC No. 237) center line, and the Easterly extension thereof, a distance of 160 feet, more or less, to a point on a line drawn at right angles to said center line, extended, at a point thereon distant 10 feet Easterly from the end of said track; thence Southerly along said last described right angle line a distance of 18 feet; thence Westerly parallel with said last described spur track (ICC No. 237) center line (and the Easterly extension thereof), a distance of 200 feet, more or less, to a point distant 9 feet Southwesterly, measured radially, from the center line of said spur track ICC No. 225; thence Southwesterly and Westerly parallel with said last described spur track (ICC No. 225) center line a distance of 560 feet, more or less, to a point distant 15 feet Southeasterly, measured at right angles, from the center line of said spur track ICC No. 141; thence Northeasterly parallel with said last described spur track (ICC No. 141) center line a distance of 75 feet, more or less, to the point of beginning.

ALSO:

That part of the Southwesterly Half of Block 3 in Lake Shore Division of Ashland, lying Northwesterly of a line parallel with and distant 8 feet Southeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company spur track ICC No. 225, as now located, and lying Southeasterly of the following described line: Beginning at a point on the Southwesterly line of said Block 3, distant 9 feet Northwesterly, measured at right angles, from said spur track center line; thence Northeasterly parallel with said spur track center line a distance of 30 feet, more or less, to a point distant 9 feet Northwesterly, measured radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 238, as now located; thence Northeasterly parallel with said last described spur track (ICC No. 238) center line a distance of 170 feet, more or less, to a point on the Northeasterly line of the Southwesterly Half of said Block 3, and there terminating.

ALSO:

A strip of land 50 feet in width extending over and across Blocks 2 and 3, 21st Avenue East, 22nd Avenue East, and the Northeastly Half of 20th Avenue East, all in Lake Shore Division of Ashland, said strip of land being 25 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located.

ALSO:

That part of Block 4 in Lake Shore Division of Ashland, together with that part of 23rd Avenue East lying Northeastly of and adjoining said Block 4, all lying Southeastly of a line parallel with and distant 300 feet Northwestly, measured at right angles, from the Southeastly line of said Block 4, and lying Northwestly of a line parallel with and distant 8.5 feet Southeastly, measured at right angles and radially, from the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located.

ALSO:

A strip of land 17 feet in width extending over and across Block 3 and part of Block 4, and 22nd Avenue East lying between said Blocks 3 and 4, all in Lake Shore Division of Ashland, said strip of land being 8.5 feet in width on each side of the center line of Chicago and North Western Transportation Company spur track ICC No. 143, as said spur track is now located, and lying Southeastly of a line parallel with and distant 25 feet Southeastly, measured at right angles and radially, from the center line of the main track of the Bay Shore Line branch of the Milwaukee Lake Shore and Western Railway Company (now the Chicago and North Western Transportation Company), as said main track was originally located and established.

ALSO:

A strip of land 25 feet in width extending over and across Block 5 in Lake Shore Division of Ashland, and the Southwestly Half of 24th Avenue East lying Northeastly of and adjoining said Block 5, said strip of land being 12.5 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located.

ALSO:

That part of the Southwestly 200 feet of the Southeastly 300 feet of said Block 5 lying Northwestly of the above described 25 foot-wide strip.

ALSO:

That part of the Northeastly 80 feet of said Block 5, and of the Southwestly Half of said 24th Avenue East, lying between lines parallel with and distant 42.5 feet Southeastly and 32.5 feet Northwestly, measured at right angles, from said spur track, ICC No. 141 center line, and lying Northwestly and Southeastly of said 25 foot wide strip of land.

PARCEL 3

Those parts of Lots 16, 17, 18, 19, 20 and 21 in Block 48 in Ellis Division of Ashland, lying between lines parallel with and distant 9 feet Northerly and 9 feet Southerly, measured at right angles and radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 131 (formerly known as the Coal Dock Main), as said spur track is now located, and lying Southerly of a line parallel with and distant 9 feet Southerly, measured radially, from the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as now located.

ALSO:

A strip of land 40 feet in width extending over and across Lots 8, 9, 10, 11, and 12, and the alley, in Block 48 in Ellis Division of Ashland, and over and across 15th Avenue East, and the Northwestly Half of St. Clair

Street East, said strip of land being 20 feet in width on each side of the center line of said spur track ICC No. 131, and lying Southwesterly of the Northeasterly line, extended, of said 15th Avenue East.

ALSO:

That part of the Northeast Quarter of the Northeast Quarter of Section 33, and the Northwest Quarter of Section 34, Township 48 North, Range 4 West of the Fourth Principal Meridian (also known as Blocks 52 and 93, Ellis Division, and Block 27, Lake Shore Division, all in the City of Ashland), bounded and described as follows: Beginning at a point on the Northwesterly line of St. Clair Street East, distant 25 feet Northeasterly, measured at right angles, from the center line of said spur track ICC No. 131; thence Southeasterly parallel with said spur track center line a distance of 3,550 feet, more or less, to a point on the East line of the Northwest Quarter of said Section 34; thence Southerly along said East line a distance of 60 feet, more or less, to a point distant 25 feet Southwesterly, measured at right angles, from said spur track center line; thence Northwesterly parallel with said spur track center line a distance of 625 feet, more or less, to a point on the Northwesterly line of 6th Street East; thence Southwesterly along said Northwesterly line of 6th Street East a distance of 50 feet, more or less, to a point distant 25 feet Southwesterly, measured radially, from the center line of Chicago and North Western Transportation Company Wye track No. 154, as said Wye track is now located; thence Northwesterly parallel with said Wye track center line a distance of 225 feet, more or less, to a point distant 25 feet Southwesterly, measured at right angles, from the center line of said spur track ICC No. 131; thence Northwesterly parallel with said last described spur track (ICC No. 131) center line a distance of 510 feet, more or less, to a point on a line drawn at right angles to said spur track (ICC No. 131) center line, and passing through a point on a line drawn parallel with and distant 50 feet Southwesterly therefrom, distant 500 feet Northwesterly, measured along said parallel line, from the intersection thereof with the Northwesterly extension of the Northeasterly line of 19th Avenue East; thence Southwesterly along said last described right angle line a distance of 25 feet; thence Northwesterly parallel with and distant 50 feet Southwesterly, measured at right angles and radially from said spur track (ICC No. 131) center line, a distance of 1,600 feet, more or less, to a point on the center line of 16th Avenue East; thence Northwesterly along said center line of 16th Avenue East a distance of 80 feet, more or less, to a point on the center line of Front Street East; thence Southwesterly along said center line of Front Street East a distance of 80 feet, more or less, to a point distant 60 feet Southwesterly, measured at right angles, from said spur track (ICC No. 131) center line; thence Northwesterly parallel with said spur track center line a distance of 450 feet, more or less, to a point on the center line of said 15th Avenue East; thence Northwesterly along said center line of 15th Avenue East a distance of 35 feet, more or less, to a point on the center line of St. Clair Street East; thence Northeasterly along said center line of St. Clair Street East a distance of 33 feet, more or less, to a point on the Northeasterly line, extended, of said 15th Avenue East; thence Northwesterly along said Northeasterly line, extended, of 15th Avenue East, a distance of 40 feet, more or less, to a point on the Northwesterly line of said St. Clair Street East; thence Northeasterly along said Northwesterly line of St. Clair Street East a distance of 15 feet, more or less, to the point of beginning.

ALSO:

That part of the South Half of the Northeast Quarter of said Section 36, bounded and described as follows: Beginning at a point on the West line of the Northeast Quarter of said Section 34, distant 25 feet Northeasterly, measured at right angles, from said spur track (ICC No. 131) center line; thence Southeasterly parallel with said spur track center line a distance of 340 feet, more or less, to a point distant 165 feet Southwesterly, measured at right angles, from the Southeasterly extension of the Southwesterly line of 22nd Avenue East, thence Northwesterly parallel with said Southwesterly line, extended, of 22nd Avenue East, a distance of 60 feet, more or less, to a point distant 20 feet Northeasterly, measured radially, from the center line of Chicago and North Western Transportation Company lead yard track No. 124, as now located; thence Southeasterly and Easterly parallel with said lead yard track center line a distance of 1,485 feet, more or less, to a point distant 700 feet Easterly, measured parallel with said lead yard track center line, from the point of switch for Chicago and North Western Transportation Company spur track ICC No. 239; thence Southerly at right angles to the last described course

a distance of 100 feet, more or less, to a point distant 43.5 feet Southerly, measured at right angles, from the center line of the main track of the Milwaukee Lake Shore and Western Railway Company (now the Chicago and North Western Transportation Company) as said main track center line was originally located and established across said Section 34; thence Westerly parallel with said original main track center line a distance of 800 feet, more or less, to a point distant 25 feet Southwesterly, measured at right angles, from the Southeasterly extension of the center line of the most Southeasterly of two Northwesterly-Southeasterly tangent segments of yard connecting track ICC No. 103, as said track is now located; thence Northwesterly parallel with said last described yard track center line, and the Southeasterly extension thereof (and as said track continues Northwesterly to its end), a distance of 700 feet, more or less, to a point distant 25 feet Southwesterly, measured radially, from the center line of said spur track ICC No. 131; thence Northwesterly parallel with said last described spur track (ICC No. 131) center line a distance of 300 feet, more or less, to a point on the West line of the Northeast Quarter of said Section 34; thence Northerly along said West line a distance of 57 feet, more or less, to the point of beginning.

PARCEL 4

That part of the Southwest Quarter of the Northeast Quarter of Section 4, Township 48 North, Range 4 West of the Fourth Principal Meridian, bounded as follows: On the Northeast by a line parallel with and distant 8.5 feet Northeastly, measured at right angles and radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 239, as said spur track is now located; on the Northwest (North) by the North line of the Southwest Quarter of the Northeast Quarter of said Section 34; on the Southwest by a line parallel with and distant 8.5 feet Southwesterly, measured at right angles, from the center line, and the Southeasterly extension of the tangent segment thereof, of said spur track ICC No. 239; and on the Southeast (South) by a line parallel with and distant 20 feet Northerly, measured at right angles, from the center line of Chicago and North Western Transportation Company lead yard track ICC No. 124, as said yard track is now located.

ALSO:

Lots 5, 6, 7, 15, 16, 17 and 18 in Block 58 of Lake Shore Addition to the City of Ashland.

ALSO:

Lots 1, 2, 3, 4, 19 and 20 in Block 73 of said Lake Shore Addition.

ALSO:

Lots 1, 19 and 20 in Block 89 of said Lake Shore Addition.

ALSO:

Lots 1, 2 and 3 in Block 100 of said Lake Shore Addition.

PARCEL 5

That part of the Southeast Quarter of the Northeast Quarter of Section 34, and of the Southwest Quarter of the Northwest Quarter of Section 35, Township 48 North, Range 4 West of the Fourth Principal Meridian, bounded and described as follows: Commencing at the intersection of the center line of the Chicago and North Western Transportation Company lead yard track ICC No. 124 and the center line of Chicago and North Western Transportation Company spur track ICC No. 239 (at the point of switch thereof), as both tracks are now located; thence Easterly along the center line of said lead yard track ICC No. 124 a distance of 700 feet to the point of beginning of the tract of land herein described; thence Southerly at right angles to the last described course a distance of 110 feet, more or less, to a point distant 43.5 feet Southerly, measured at right angles, from the center line of the main track of the Milwaukee Lake Shore and Western Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was

originally located and established across said Sections 34 and 35; thence Easterly parallel with said original main track center line a distance of 2,230 feet, more or less, to a point on the East line of the Southwest Quarter of the Northwest Quarter of said Section 35; thence Northerly along said East line to a point distant 76.5 feet Northerly, measured at right angles, from said original main track center line; thence Westerly parallel with said original main track center line a distance of 2,235 feet, more or less, to a point on a line drawn at right angles to the center line of said lead yard track (ICC No. 124) through the point of beginning; thence Southerly along said last described right angle line a distance of 10 feet, more or less, to the point of beginning.

Subject to:

- (1) Roads and highways, if any.
- (2) Easements of record.
- (3) The rights of Grantor's licensees to continue to maintain, operate and use all gas lines, existing conduits, sewers, water mains, electric power or communication lines, wires and other utilities, if any, under license in effect January 19, 1982.

Excepting and Reserving, however, unto the Grantor, its successors and assigns, and those whom it may elect, subject to usual terms and conditions for a private crossing, a permanent easement right in common with the Grantee, its successors and assigns, to use for driveway purposes the following described real estate, to wit:

That part of the Southwest Quarter of the Northeast Quarter of Section 34, Township 48 North, Range 4 West of the Fourth Principal Meridian, bounded as follows: On the North by the North line of the Southwest Quarter of the Northeast Quarter of said Section 34; On the South by a line parallel with and distant 50 feet Southerly, measured at right angles, from said North line; And on the Northeast and Southwest by lines parallel with and distant 8.5 feet Northeasterly and 8.5 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company spur track ICC No. 239, as said spur track is now located, and as may be hereinafter located.

Grantor, its successors and assigns, shall have the right to construct such crossing subject to reasonable terms and conditions as may be required by the City or its operator. Also, Grantor, its successors and assigns, and those whom it may elect, assumes no responsibility for any cost in connection with the construction and reconstruction, maintenance or repair of said driveway.

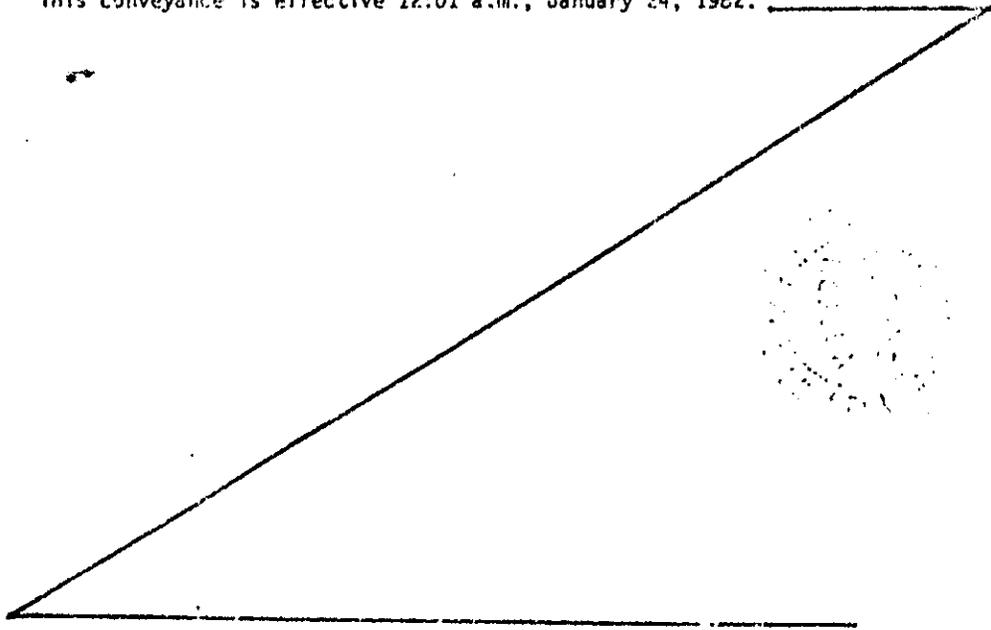
By the acceptance of this conveyance, the Grantee, for itself, its successors and assigns, agrees to comply at no cost to Grantor, with any and all governmental requirements relating to land division or use.

This conveyance is made upon the express condition that the Grantor will not pay any taxes or special assessments which may be due or delinquent upon the real estate hereinabove described.

Be it expressly provided, however, that Grantor, for itself, its agents, employees, contractors, its successors and assigns, shall have the right to enter upon and use the above described real estate until June 1, 1983, subject to reasonable terms and conditions but without further monetary consideration by agreement between Grantor and Grantee's operator, Soo Line Railroad Company, for the purpose of removing track, facilities and other appurtenances from said real estate and for the purpose of removing track, facilities and other appurtenances from adjoining real estate.

This conveyance is intended to convey continuous rail corridors between the end points of the track segments described hereinabove, as Parcels 1 through 5, including but not limited to rights of way across all unnamed alleys and streets, 6th, 10th and 11th Avenues West, and 4th, 5th, 6th, and 7th Streets East.

This conveyance is effective 12:01 a.m., January 24, 1982.



DATED this 19th day of January, 1982

Signed, Sealed and Delivered in Presence of:

Robin Bourne-Caris
Robin Bourne-Caris

Nancy T. Zubik
Nancy T. Zubik

Chicago and North Western Transportation Company

By *Robert W. Mickey*
Robert W. Mickey, Vice President

Joan A. Schramm
Joan A. Schramm, Assistant Secretary

This instrument was prepared by Chicago and North Western Transportation Company, 165 North Canal Street, Chicago, Illinois 60606

STATE OF ILLINOIS)
COUNTY OF COOK) ss.

I, Richard S. Kennerley, a Notary Public duly commissioned and qualified in and for the County and State aforesaid, DO HEREBY CERTIFY that Robert W. Hickey and Joan A. Schramm to me personally known and known to me to be, respectively, Vice President and Assistant Secretary of CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY, a Delaware corporation, and the identical persons whose names are subscribed to the foregoing instrument, appeared before me this day in person, and being first duly sworn by me, severally acknowledged to me that they are, respectively, Vice President and Asst. Secretary of said corporation; that as such officers they signed, sealed and delivered said instrument in behalf of said corporation by authority and order of its Board of Directors, as the free and voluntary act and deed of said corporation, and as their own free and voluntary act; that the seal affixed to said instrument is the seal of said corporation; and that said corporation executed said instrument for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal as such Notary Public, at Chicago, Illinois, this 19th of January, 1982.

Richard S. Kennerley
Notary Public, in and for the County of Cook,
in the State of Illinois.
Richard S. Kennerley

My Commission Expires: November 8, 1984



QUIT-CLAIM DEED

CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY

TO

State of Wisconsin)
County of Ashland) as

This instrument was made for record
in the Register of Deeds

Office, in and for said County, on the
17th day of February

A.D. 1982 at 9:15 o'clock AM
and recorded

in Vol. 364 of Records
on page 53 thereof.

Attest: R. Schramm
Register of Deeds

VOL 364 PG. 107

X205050

DEED OF RELEASE

Res. Dated
November 25, 1980
(CITY OF ASHLAND,
WISCONSIN)

KNOW ALL MEN BY THESE PRESENTS, that THE FIRST NATIONAL BANK OF CHICAGO, a National Banking Association duly organized and existing under the laws of the United States of America (hereinafter referred to as the "Trustee"), as Trustee under Indenture of Mortgage and Deed of Trust dated as of January 1, 1939, between Chicago and North Western Railway Company, a corporation duly organized under the laws of the State of Wisconsin, and said The First National Bank of Chicago, as supplemented and amended (Chicago and North Western Transportation Company, a Delaware corporation, being Successor Mortgagor), recorded in the office of the Secretary of State of the State of Wisconsin on June 6, 1944, in Volume 37 of Railroad Mortgages, Page 165, et seq, as supplemented and amended.

fee exempt
\$77.25 (2)

FOR AND IN CONSIDERATION of the payment of the sum of One Dollar (\$1.00) and other good and valuable considerations, the receipt of which is hereby acknowledged, does hereby RELEASE, REMISE, CONVEY and QUITCLAIM unto CITY OF ASHLAND, WISCONSIN-----

all of the right, title and interest and every claim and demand whatsoever which said Trustee may now have or claim to have acquired in, under, through, or by virtue of said Indenture of Mortgage and Deed of Trust, as supplemented and amended, in and to the property situated in the City of Ashland, County of Ashland, and the State of Wisconsin,

and described as follows, to wit:

PARCEL 2

A strip of land 17 feet in width extending over and across part of Lot 8 in Block 13 of Ellis Division of the City of Ashland, and across 11th Avenue East lying Easterly of and adjoining said Block 13, said strip of land being 8.5 feet in width on each side of the center line of the "Bay Shore" spur or main track of the Milwaukee Lake Shore and Western Railway Company (now the Chicago and North Western Transportation Company), as said spur or main track was originally located, and lying Southeasterly of a line parallel with and distant 5 feet Southeasterly, measured radially, from the center line of the Clarkson Coal & Dock Company spur track (now removed), as originally located.

ALSO:

A strip of land 17 feet in width extending over and across Lots 13, 14, 15, 16, 17, 18, 22, 23 and 24, and the alley, in Block 9 of Ellis Division of the City of Ashland, and 12th Avenue East lying Northeasterly of and adjoining said Block 9, said strip of land being 8.5 feet in width on each side of the center line of said "Bay Shore" spur or main track.

ALSO:

A strip of land 25 feet in width extending over and across Lots 19, 20, and 21 in said Block 9, said strip of land being 12.5 feet in width on each side of said "Bay Shore" spur or main track center line.

ALSO:

That part of Lot 4 in Block 8 of Ellis Division of the City of Ashland lying Northwesterly of a line parallel with and distant 8.5 feet Southeasterly, measured at right angles, from the center line of said "Bay Shore" spur or main track and lying Southeasterly of the following described line: Beginning at a point on the Southwesterly line of said Block 8, distant 16.5 feet Northwesterly, measured at right angles, from said spur or main track center line; thence Northeasterly along a straight line to a point distant 95.5 feet Northeasterly, measured at right angles, from the Southwesterly line of said Block 8, and distant 8.5 feet Northwesterly, measured at right angles, from said spur or main track center line; thence Northeasterly parallel with said center line a distance of 32 feet, more or less, to a point on the Northeasterly line of said Block 8, and there terminating.

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ALSO:

A strip of land 17 feet in width extending over and across Lot 4 in Block 7 and an unnamed street lying between Blocks 7 and 8, and 13th Avenue East, of Ellis Division of the City of Ashland, said strip of land being 8.5 feet in width on each side of the center line of said "Bay Shore" spur or main track.

ALSO:

A strip of land 18 feet in width extending over and across Blocks 5, 6, 48 and 49, including the alleys therein and over and across 14th Avenue East, 15th Avenue East, Water Street East, and an unnamed street lying between said Blocks 5 and 6, all in Ellis Division of the City of Ashland, said strip of land being 9 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, and 9 feet in width on each side of the center line of that part of Chicago and North Western Transportation Company spur track ICC No. 131 lying Westerly of the point of switch for said track ICC No. 141, both tracks as now located.

ALSO:

A strip of land 30 feet in width extending over and across Blocks 2, 3, and 4, 16th Avenue East, 17th Avenue East and an unnamed street lying between said Blocks 3 and 4, all in Ellis Division of the City of Ashland, said strip of land being 15 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located.

ALSO:

That part of Block 1 in the Lake Shore Division of the City of Ashland, and of Block 1 of Ellis Division of the City of Ashland, and of the unnamed street lying between Blocks 1 and 2 in said Ellis Division, lying Southeasterly of a line parallel with and distant 10 feet Northwesterly, measured at right angles and radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 142, as said spur track is now located, lying Northwesterly of a line parallel with and distant 10 feet Southeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as now located and lying Southwesterly of the following described line: Commencing at the most Northerly corner of said Block 2 (Ellis Division); thence Northeasterly along the Northwesterly line, extended, of said Block 2, and the Northwesterly line and extensions thereof, of said Block 1 (Ellis Division), a distance of 395 feet to the point of beginning of the following described line: thence Southeasterly parallel with the Northeasterly line of said Block 2 a distance of 350 feet, and there terminating.

ALSO:

A strip of land 30 feet in width extending over and across part of Block 1 of Lake Shore Division of the City of Ashland, and over and across part of 20th Avenue East lying Northeasterly of and adjoining said Block 1, said strip of land being 15 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located, lying Southwesterly of the center line of 20th Avenue East, and lying Northeasterly of the following described line: Commencing at the most Northerly corner of Block 2 in Ellis Division of the City of Ashland; thence Northeasterly along the Northwesterly line, extended, of said Block 2, and the Northwesterly line, and extensions thereof, of Block 1 (Ellis Division), a distance of 395 feet to the point of beginning of the following described line: thence Southeasterly parallel with the Northeasterly line of said Block 2 a distance of 350 feet, and there terminating.

ALSO:

Those parts of Blocks 1 and 2 in the Lake Shore Division of the City of Ashland, together with that part of 20th Avenue East lying between said Blocks, all bounded and described as follows: Beginning at a point distant 15 feet Southeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as now located, and distant 9 feet Northerly, measured radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 225, as now located; thence Easterly parallel with said spur track (ICC No. 225) center line a distance

of 525 feet, more or less, to a point distant 9 feet Northeasterly, measured radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 237, as now located; thence Easterly parallel with said last described spur track (ICC No. 237) center line, and the Easterly extension thereof, a distance of 160 feet, more or less, to a point on a line drawn at right angles to said center line, extended, at a point thereon distant 10 feet Easterly from the end of said track; thence Southerly along said last described right angle line a distance of 18 feet; thence Westerly parallel with said last described spur track (ICC No. 237) center line (and the Easterly extension thereof), a distance of 200 feet, more or less, to a point distant 9 feet South-easterly, measured radially, from the center line of said spur track ICC No. 225; thence Southwesterly and Westerly parallel with said last described spur track (ICC No. 225) center line a distance of 560 feet, more or less, to a point distant 15 feet Southeasterly, measured at right angles, from the center line of said spur track ICC No. 141; thence Northeasterly parallel with said last described spur track (ICC No. 141) center line a distance of 75 feet, more or less, to the point of beginning.

ALSO:

That part of the Southwesterly Half of Block 3 in Lake Shore Division of Ashland, lying Northwesterly of a line parallel with and distant 9 feet Southeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company spur track ICC No. 225, as now located, and lying Southeasterly of the following described line: Beginning at a point on the Southwesterly line of said Block 3, distant 9 feet Northwesterly, measured at right angles, from said spur track center line; thence Northeasterly parallel with said spur track center line a distance of 30 feet, more or less, to a point distant 9 feet Northwesterly, measured radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 238, as now located; thence Northeasterly parallel with said last described spur track (ICC No. 238) center line a distance of 170 feet, more or less, to a point on the Northeasterly line of the Southwesterly Half of said Block 3, and there terminating.

ALSO:

A strip of land 50 feet in width extending over and across Blocks 2 and 3, 21st Avenue East, 22nd Avenue East, and the Northeasterly Half of 20th Avenue East, all in Lake Shore Division of Ashland, said strip of land being 25 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located.

ALSO:

That part of Block 4 in Lake Shore Division of Ashland, together with that part of 23rd Avenue East lying Northeasterly of and adjoining said Block 4, all lying Southeasterly of a line parallel with and distant 300 feet Northwesterly, measured at right angles, from the Southeasterly line of said Block 4, and lying Northwesterly of a line parallel with and distant 8.5 feet Southeasterly, measured at right angles and radially, from the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located.

ALSO:

A strip of land 17 feet in width extending over and across Block 3 and part of Block 4, and 22nd Avenue East lying between said Blocks 3 and 4, all in Lake Shore Division of Ashland, said strip of land being 8.5 feet in width on each side of the center line of Chicago and North Western Transportation Company spur track ICC No. 143, as said spur track is now located, and lying Southeasterly of a line parallel with and distant 25 feet Southeasterly, measured at right angles and radially, from the center line of the main track of the Bay Shore Line branch of the Milwaukee Lake Shore and Western Railway Company (now the Chicago and North Western Transportation Company), as said main track was originally located and established.

ALSO:

A strip of land 25 feet in width extending over and across Block 5 in Lake Shore Division of Ashland, and the Southwesterly Half of 24th Avenue East lying Northeasterly of and adjoining said Block 5, said strip of land being 12.5 feet in width on each side of the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as said spur track is now located.

ALSO:

That part of the Southwesterly 200 feet of the Southeasterly 300 feet of said Block 5 lying Northwesterly of the above described 25 foot-wide strip.

ALSO:

That part of the Northeasterly 80 feet of said Block 5, and of the Southwesterly Half of said 24th Avenue East, lying between lines parallel with and distant 42.5 feet Southeasterly and 32.5 feet Northwesterly, measured at right angles, from said spur track ICC No. 141 center line, and lying Northwesterly and Southeasterly of said 25 foot wide strip of land.

PARCEL 3

Those parts of Lots 16, 17, 18, 19, 20 and 21 in Block 48 in Ellis Division of Ashland, lying between lines parallel with and distant 9 feet Northerly and 9 feet Southerly, measured at right angles and radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 131 (formerly known as the Coal Dock Main), as said spur track is now located, and lying Southerly of a line parallel with and distant 9 feet Southerly, measured radially, from the center line of Chicago and North Western Transportation Company "Bay Shore Line" spur track ICC No. 141, as now located.

ALSO:

A strip of land 40 feet in width extending over and across Lots 8, 9, 10, 11, and 12, and the alley, in Block 48 in Ellis Division of Ashland, and over and across 15th Avenue East, and the Northwesterly Half of St. Clair Street East, said strip of land being 20 feet in width on each side of the center line of said spur track ICC No. 131, and lying Southwesterly of the Northeasterly line, extended, of said 15th Avenue East.

ALSO:

That part of the Northeast Quarter of the Northeast Quarter of Section 33, and the Northwest Quarter of Section 34, Township 48 North, Range 4 West of the Fourth Principal Meridian (also known as Blocks 52 and 93, Ellis Division, and Block 27, Lake Shore Division, all in the City of Ashland), bounded and described as follows: Beginning at a point on the Northwesterly line of St. Clair Street East, distant 25 feet Northeasterly, measured at right angles, from the center line of said spur track ICC No. 131; thence Southeasterly parallel with said spur track center line a distance of 3,550 feet, more or less, to a point on the East line of the Northwest Quarter of said Section 34; thence Southerly along said East line a distance of 60 feet, more or less, to a point distant 25 feet Southwesterly, measured at right angles, from said spur track center line; thence Northwesterly parallel with said spur track center line a distance of 625 feet, more or less, to a point on the Northwesterly line of 6th Street East; thence Southwesterly along said Northwesterly line of 6th Street East a distance of 50 feet, more or less, to a point distant 25 feet Southwesterly, measured radially, from the center line of Chicago and North Western Transportation Company Wye track No. 154, as said Wye track is now located; thence Northwesterly parallel with said Wye track center line a distance of 225 feet, more or less, to a point distant 25 feet Southwesterly, measured at right angles, from the center line of said spur track ICC No. 131; thence Northwesterly parallel with said last described spur track (ICC No. 131) center line a distance of 510 feet, more or less, to a point on a line drawn at right angles to said spur track (ICC No. 131) center line, and passing through a point on a line drawn parallel with and distant 50 feet Southwesterly therefrom, distant 500 feet Northwesterly, measured along said parallel line, from the intersection thereof with the Northwesterly extension of the Northeasterly line of 19th Avenue East; thence Southwesterly along said last described right angle line a distance of 25 feet; thence Northwesterly parallel with and distant 50 feet Southwesterly, measured at right angles and radially from said spur track (ICC No. 131) center line, a distance of 1,600 feet, more or less, to a point on the center line of 16th Avenue East; thence Northwesterly along said center line of 16th Avenue East a distance of 80 feet, more or less, to a point on the center line of Front Street East; thence Southwesterly along said center line of Front Street East a distance of 80 feet, more or less, to a point distant 60 feet Southwesterly, measured at right angles, from said spur track (ICC No. 131) center line; thence Northwesterly parallel with said spur track center line a distance of 450 feet, more or less, to a point on the center line of said 15th Avenue East; thence Northwesterly along said center line of 15th Avenue East a distance of 35 feet, more or less, to a point on the center line of St. Clair Street East; thence Northeasterly along said center line of St. Clair Street East a distance of 33 feet, more or less, to a point on the Northeasterly line, extended, of said 15th Avenue East; thence Northwesterly along said Northeasterly line, extended, of 15th Avenue East, a distance of 40 feet, more or less, to a point on the Northwesterly line of said St. Clair Street East; thence Northeasterly along said Northwesterly line of St. Clair Street East a distance of 15 feet, more or less, to the point of beginning.

ALSO:

That part of the South Half of the Northeast Quarter of said Section 34, bounded and described as follows: Beginning at a point on the West line of the Northeast Quarter of said Section 34, distant 25 feet Northeasterly, measured at right angles, from said spur track (ICC No. 131) center line; thence Southeasterly parallel with said spur track center line a distance of 340 feet, more or less, to a point distant 165 feet Southwesterly, measured at right angles, from the Southeasterly extension of the Southwesterly line of 22nd Avenue East, thence Northwesterly parallel with said Southwesterly line, extended, of 22nd Avenue East, a distance of 60 feet, more or less, to a point distant 20 feet Northeasterly, measured radially, from the center line of Chicago and North Western Transportation Company lead yard track ICC No. 124, as now located; thence Southeasterly and Easterly parallel with said lead yard track center line a distance of 1,485 feet, more or less, to a point distant 700 feet Easterly, measured parallel with said lead yard track center line, from the point of switch for Chicago and North Western Transportation Company spur track ICC No. 239; thence Southerly at right angles to the last described course a distance of 130 feet, more or less, to a point distant 43.5 feet Southerly, measured at right angles, from the center line of the main track of the Milwaukee Lake Shore and Western Railway Company (now the Chicago and North Western Transportation Company) as said main track center line was originally located and established across said Section 34; thence Westerly parallel with said original main track center line a distance of 800 feet, more or less, to a point distant 25 feet Southwesterly, measured at right angles, from the Southeasterly extension of the center line of the most Southeasterly of two Northwesterly-Southeasterly tangent segments of yard connecting track ICC No. 103, as said track is now located; thence Northwesterly parallel with said last described yard track center line, and the Southeasterly extension thereof (and as said track continues Northwesterly to its end), a distance of 700 feet, more or less, to a point distant 25 feet Southwesterly, measured radially, from the center line of said spur track ICC No. 131; thence Northwesterly parallel with said last described spur track (ICC No. 131) center line a distance of 300 feet, more or less, to a point on the West line of the Northeast Quarter of said Section 34; thence Northerly along said West line a distance of 57 feet, more or less, to the point of beginning.

PARCEL 4

That part of the Southwest Quarter of the Northeast Quarter of Section 4, Township 48 North, Range 4 West of the Fourth Principal Meridian, bounded as follows: On the Northeast by a line parallel with and distant 8.5 feet Northeasterly, measured at right angles and radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 239, as said spur track is now located; on the Northwest (North) by the North line of the Southwest Quarter of the Northeast Quarter of said Section 34; on the Southwest by a line parallel with and distant 8.5 feet Southwesterly, measured at right angles, from the center line, and the Southeasterly extension of the tangent segment thereof, of said spur track ICC No. 239; and on the Southeast (South) by a line parallel with and distant 20 feet Northerly, measured at right angles, from the center line of Chicago and North Western Transportation Company lead yard track ICC No. 124, as said yard track is now located.

ALSO:

Lots 5, 6, 7, 15, 16, 17 and 18 in Block 58 of Lake Shore Addition to the City of Ashland.

ALSO:

Lots 1, 2, 3, 4, 19 and 20 in Block 73 of said Lake Shore Addition.

ALSO:

Lots 1, 19 and 20 in Block 89 of said Lake Shore Addition.

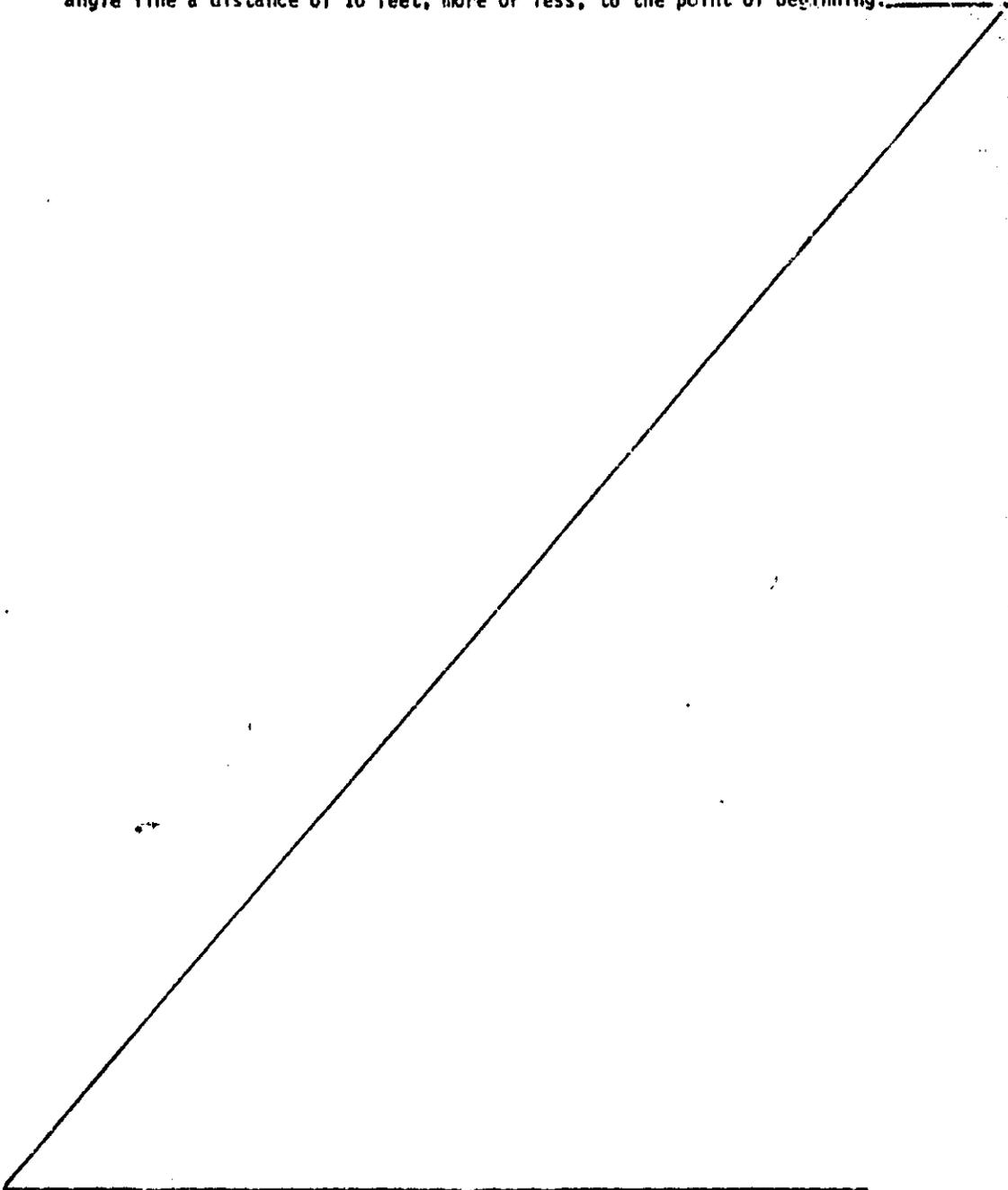
ALSO:

Lots 1, 2 and 3 in Block 100 of said Lake Shore Addition.

PARCEL 5

That part of the Southeast Quarter of the Northeast Quarter of Section 34, and of the Southwest Quarter of the Northwest Quarter of Section 35, Township 48 North, Range 4 West of the Fourth Principal Meridian, bounded and described as follows: Commencing at the intersection of the center line of the Chicago and North Western Transportation Company lead yard track ICC No.

124 and the center line of Chicago and North Western Transportation Company spur track ICC No. 259 (at the point of switch thereof), as both tracks are now located; thence Easterly along the center line of said lead yard track ICC No. 124 a distance of 700 feet to the point of beginning of the tract of land herein described; thence Southerly at right angle to the last described course a distance of 110 feet, more or less, to a point distant 43.5 feet Southerly, measured at right angles, from the center line of the main track of the Milwaukee Lake Shore and Western Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established across said Sections 34 and 35; thence Easterly parallel with said original main track center line a distance of 2,230 feet, more or less, to a point on the East line of the Southwest Quarter of the Northwest Quarter of said Section 35; thence Northerly along said East line to a point distant 75.5 feet Northerly, measured at right angles, from said original main track center line; thence Westerly parallel with said original main track center line a distance of 2,235 feet, more or less, to a point on a line drawn at right angles to the center line of said lead yard track (ICC No. 124) through the point of beginning; thence Southerly along said last described right angle line a distance of 10 feet, more or less, to the point of beginning.



This instrument shall in no manner affect the lien of said inculture of Mortgage and Deed of Trust, as supplemented and amended, as to the remainder of the property therein described and not hereby specifically released.

IN WITNESS WHEREOF, said THE FIRST NATIONAL BANK OF CHICAGO, as Trustee as aforesaid, has caused its name to be signed to this deed of release by a Vice President or by an Assistant Vice President thereunto duly authorized, and its corporate seal to be affixed hereunto and attested by a Trust Officer or by an Assistant Secretary this *1st* day of *March*, A.D., Nine-
teen Hundred and Eighty-two.



THE FIRST NATIONAL BANK OF CHICAGO,
as Trustee as aforesaid,

By *[Signature]*
I. B. Cringer Vice President

ATTEST:

[Signature]
C. STARK Trust Officer

WITNESSES:
TO THE SIGNATURES OF THE OFFICERS OF
THE FIRST NATIONAL BANK OF CHICAGO:

[Signature]
E. H. SCHUTEN
[Signature]
J. J. Cringer

STATE OF ILLINOIS }
COUNTY OF COOK } SS

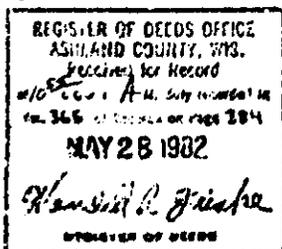
I, T. Brunk a Notary Public, duly commissioned and qualified in and for the County and State aforesaid and residing therein, DO HEREBY CERTIFY that J. B. Grimes and C. STARK to me personally known and known to me to be, respectively, a Vice President and a Trust Officer of THE FIRST NATIONAL BANK OF CHICAGO, a National Banking Association described in and which executed the within and foregoing instrument in writing, and known to me to be the identical persons whose names are subscribed to said instrument, appeared before me this day in person, and being first duly sworn by me, did severally depose and say that J. B. Grimes resides in CHICAGO, ILLINOIS and that C. STARK resides in Richton Park, Illinois and they severally acknowledged to me that they are, respectively, a Vice President and a Trust Officer of said Association; that as such officers they signed, sealed and delivered said instrument in behalf of said Association by authority of its By-Laws as the free and voluntary act and deed of said Association, and as their own free and voluntary act; that they know the seal of said Association; that the seal affixed to said instrument is the seal of said Association; and that said Association executed said instrument for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal as such Notary Public, at Chicago, Illinois, this *1st* day of *March* A.D., Nineteen Hundred and Eighty-two.

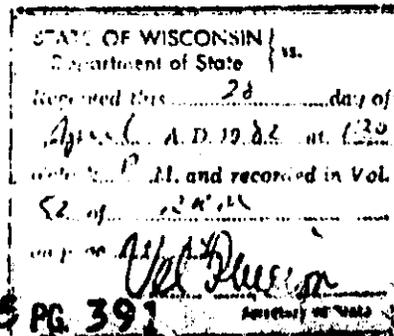
T. Brunk
T. Brunk NOTARY PUBLIC
In and for the County of Cook in the State of Illinois

My Commission as such Notary Public Expires: SEPT. 17 1902

This document was prepared by Chicago and North Western Transportation Company, One North Western Center, Chicago, Illinois 60606.



Page 8 of 8 Pages



VOL 365 PG 391

SCAL

THIS MAP WAS ACCORDANCE CONTAINED HE TO THE QUALITY THIS MAP IS A

13	Whiel Control	986	976
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12	985	Cuba
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6	976	8	983	Water Utility	1 Utility
---	-----	---	-----	---------------	-----------

City of Ashland 6	976	7	982	Water Utility
-------------------	-----	---	-----	---------------

City of Ashland 6	976	1140	1 City of Ashland
-------------------	-----	------	-------------------

6	City of Ashland	1140	5	976	1
---	-----------------	------	---	-----	---

13	1122	1121
----	------	------

12	1120	Harris
----	------	--------

24	Ashland Water Utility (1200 Water Street)	1130	13
----	---	------	----

1	1126	1127	1128	1129	12
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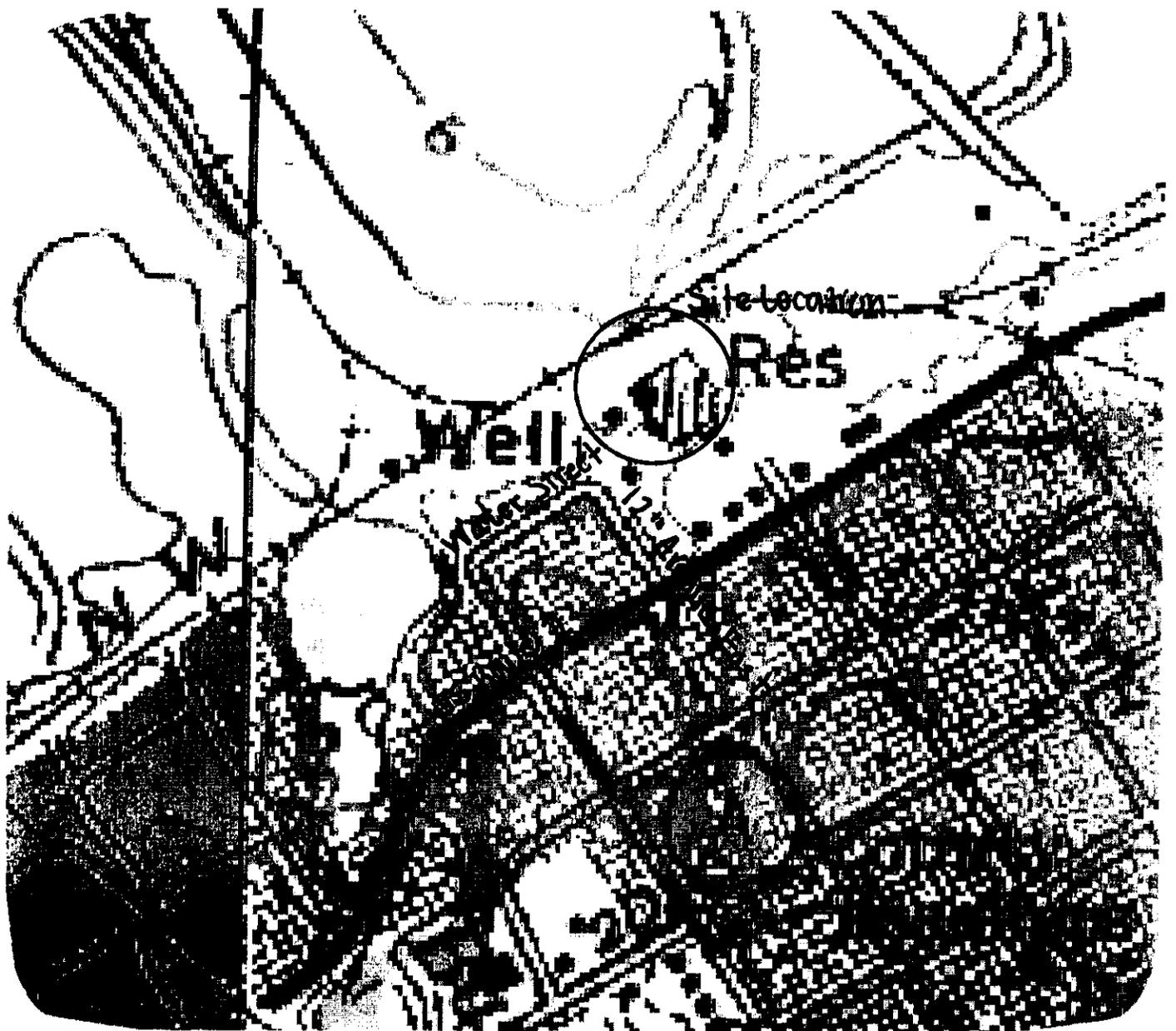
24	1136	13	City of Ashland	1140
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12	1134	Everson	1133	1131	Everson
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WATER

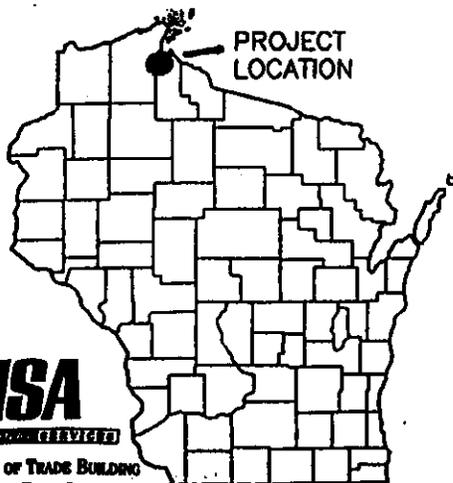
12TH

14TH



**Ashland East Quadrangle
Wisconsin – Ashland County**

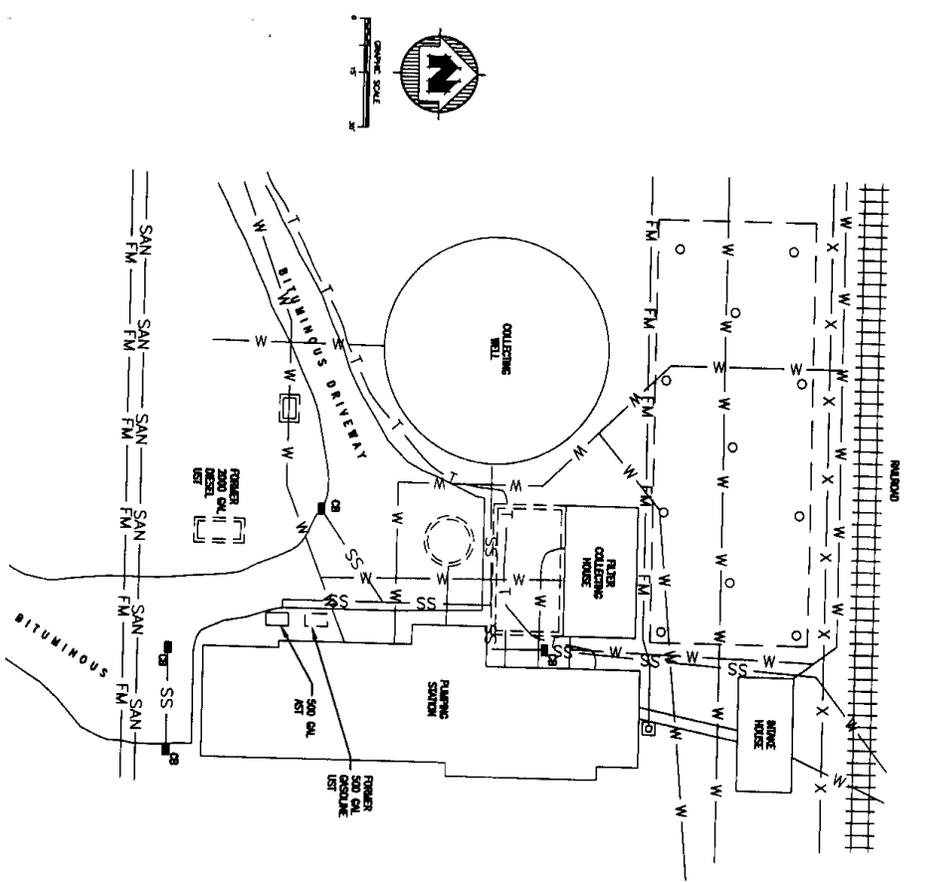
SE/4 Ashland 15' Quadrangle
N4630 – W9045 / 7.5
Contour Interval 10 feet
1975



MSA

408 BOARD OF TRADE BUILDING
301 WEST FIRST STREET
DULUTH, MN 55802

**FIGURE 1
SITE LOCATION MAP
WATER UTILITY PUMP STATION
ASHLAND, WISCONSIN**



- LEGEND**
- FM — SANITARY SEWER FORCE MAIN
 - SAN — SANITARY SEWER
 - SS — STORM SEWER
 - W — WATERMAIN
 - T — UNDERGROUND TELEPHONE
 - MANHOLE

FIGURE 2
SITE
LAYOUT MAP

WATER UTILITY PUMP STATION
 KENILWORTH, WISCONSIN



HREM
 ENGINEERING SERVICES, INC.
 200 WEST WISCONSIN AVENUE
 MILWAUKEE, WISCONSIN 53233
 PHONE: 414-333-1100
 TELETYPE: 414-333-1100

DATE: 4-2-78
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 AS NOTED

**TABLE 4
GROUNDWATER ANALYTICAL RESULTS SUMMARY
GASOLINE SITE**

Organics & Metals
City of Ashland - Water Utility Pump Station
Ashland, Wisconsin

	Benzene	Dichlorodifluoromethane	Ethylbenzene	MTBE	Naphthalene	Toluene	TMBs	Xylenes	Lead	GRO	Qualifiers	Water Level
NR 140 ES	5	1000	700	60	40	1000	480	10000	15	-	-	-
NR 140 PAL	0.5	200	140	12	8	200	96	1000	1.5	-	-	-

	MW-1 ¹											
	Top of Well Screen: 98.62					Length of Well Screen: 10 Feet						
27-Nov-00	<0.15	<0.25	<0.5	<0.3	<0.8	<0.4	<0.55	<0.55	<1.0	<50.0	nr	
17-Oct-01	<0.48	<0.68	<0.43	<0.67	<0.59	<0.47	<1.03	<1.94	na	na	93.95	
28-Jan-02	<0.48	<0.68	<0.43	<0.67	<0.59	<0.47	<1.03	<1.94	na	na	94.02	
08-Apr-02	<0.45	na	<0.82	<0.43	<0.89	<0.68	<1.86	<2.47	na	na	96.65	
18-Jul-02	<0.45	na	<0.82	<0.43	<0.89	<0.68	<1.86	<2.47	na	na	94.37	

	MW-2											
	Top of Well Screen: 97.56					Length of Well Screen: 10 Feet						
27-Nov-02	<0.15	<0.25	<0.5	<0.3	<0.8	<0.4	<0.55	<0.55	<1.0	<50.0	nr	
17-Oct-01	<0.48	3.2	<0.43	<0.67	<0.59	<0.47	<1.03	<1.94	na	na	98.02	
28-Jan-02	<0.48	2.5	<0.43	<0.67	<0.59	<0.47	<1.03	<1.94	na	na	98.59	
18-Apr-02	<0.45	na	<0.82	<0.43	<0.89	<0.68	<1.86	<2.47	na	na	98.77	
18-Jul-02	<0.45	na	<0.82	<0.43	<0.89	<0.68	<1.86	<2.47	na	na	98.21	

**TABLE 4
GROUNDWATER ANALYTICAL RESULTS SUMMARY
GASOLINE SITE**

Organics & Metals
City of Ashland - Water Utility Pump Station
Ashland, Wisconsin

	Benzene	Dichlorodifluoromethane	Ethylbenzene	MTBE	Naphthalene	Toluene	TMS	Xylenes	Lead	GRO	Qualifiers	Water Level
NR 140 ES	5	1000	700	60	40	1000	480	10000	15	-		-
NR 140 PAL	0.5	200	140	12	8	200	96	1000	1.5	-		-

MW-3 ²	Top of Well Screen: 97.76			Length of Well Screen: 10 Feet								
27-Nov-02	358	<125	879	<150	<400	1610	1287	4280	<1.0	15100	Q	nr
17-Oct-01	180	130	440	<3.4	89	520	910	2340	na	na		96.34
28-Jan-02	100	120	270	<3.4	53	140	504	1010	na	na	Q	95.60
08-Apr-02	10	na	26	3.2	4.8	16	59	129	na	na		98.86
18-Jul-02	48	na	63	2.3	16	44	135	244	na	na		96.43

MW-4 ³	Top of Well Screen: 97.07			Length of Well Screen: 10 Feet								
27-Nov-02	well had yet to be installed											
17-Oct-01	<0.48	<0.68	<0.43	<0.67	<0.59	<0.47	<1.03	<1.94	na	na		nr
28-Jan-02	<0.48	<0.68	<0.43	<0.67	<0.59	<0.47	<1.03	<1.94	na	na		92.43
18-Apr-02	<0.45	na	<0.82	<0.43	<0.89	1.4	<1.86	<2.47	na	na	Q	93.58
18-Jul-02	<0.45	na	<0.82	<0.43	<0.89	<0.68	<1.86	<2.47	na	na		93.41

**TABLE 4
GROUNDWATER ANALYTICAL RESULTS SUMMARY
GASOLINE SITE**

Organics & Metals
City of Ashland - Water Utility Pump Station
Ashland, Wisconsin

	Benzene	Dichlorodifluoromethane	Ethylbenzene	MTBE	Naphthalene	Toluene	TMS	Xylenes	Lead	GRO	Qualifiers	Water Level
NR 140 ES	5	1000	700	60	40	1000	480	10000	15	-	-	-
NR 140 PAL	0.5	200	140	12	8	200	96	1000	1.5	-	-	-

MW-5	Top of Well Screen: 98.38	Length of Well Screen: 10 Feet
01-Nov-02	well had yet to be installed	
17-Oct-01	<0.48 <0.68 <0.43 <0.67 <0.59 <0.47 <1.03 <1.94	na na na na na na na
28-Jan-02	<0.48 <0.68 <0.43 <0.67 <0.59 <0.47 <1.03 <1.94	na na na na na na na
08-Apr-02	<0.45 <na <0.82 <0.43 <0.89 <0.68 <1.86 <2.47	na na na na na na na
18-Jul-02	<0.45 <na <0.82 <0.43 <0.89 <0.68 <1.86 <2.47	na na na na na na na

Field Blank	Top of Well Screen: 98.38	Length of Well Screen: 10 Feet
24-Nov-00	<0.15 <na <0.5 <0.3 <0.4 <0.55 <0.55	na na na na na na na
17-Oct-01	<0.48 <0.68 <0.43 <0.67 <0.59 <0.47 <1.03 <1.94	na na na na na na na
28-Jan-02	<0.45 <na <0.82 <0.43 <0.68 <0.68 <1.86 <2.47	na na na na na na na
08-Apr-02	<0.45 <na <0.82 <0.43 <0.89 <0.68 <1.86 <2.47	na na na na na na na

**TABLE 4
GROUNDWATER ANALYTICAL RESULTS SUMMARY
GASOLINE SITE**

Organics & Metals
City of Ashland - Water Utility Pump Station
Ashland, Wisconsin

	Benzene	Dichlorodifluoromethane	Ethylbenzene	MTBE	Naphthalene	Toluene	TMBs	Xylenes	Lead	GRO	Qualifiers	Water Level
NR 140 ES	5	1000	700	60	40	1000	480	10000	15	-	-	-
NR 140 PAL	0.5	200	140	12	8	200	96	1000	1.5	-	-	-

Explanation:

All elevations are in feet relative to the site datum of 100 feet.

All results are reported in ug/l, micrograms per liter

Results in bold equal or exceed the NR 140 Wis. Adm. Code Enforcement Standard

Results in *italics* equal or exceed the NR 140 Wis. Adm. Code Preventative Action Limit

<0.40 = less than the indicated limit of detection (LOD)

Q = a parameter was above the LOD but below the limit of quantitation (LOQ)

na = not analyzed for this parameter during this sampling event

nr = water levels not recorded during this sampling event because well had yet to be developed

- = does not apply

Water levels for the April 2002 sampling round were recorded on April 18, 2002

The following compounds were detected, but do not have established standards:

¹ = p-isopropyltoluene was detected in MW-1 in the 1/27/01 sampling round

² = isopropylbenzene, p-isopropyltoluene and n-propylbenzene were detected in

MW-3 in the 10/17/01 sampling round and s-butylbenzene, n-butylbenzene,

isopropylbenzene, p-isopropyltoluene, n-propylbenzene in the 1/28/02 round

³ = p-isopropyltoluene was detected in MW-4 in the 1/28/02 sampling round

**TABLE 4
GROUNDWATER ANALYTICAL RESULTS SUMMARY
DIESEL SITE**

**Volatiles and Semi-Volatiles
City of Ashland - Water Utility Pump Station
Ashland, Wisconsin**

	Benzene	Ethylbenzene	MTBE	Toluene	TMS	Xylenes	Chrysene	Fluorene	1-Methyl	2-Methyl	Naphthalene	Phenanthrene	Qualifiers	Water Level
NR 140 ES	5	700	60	1000	480	10000	0.2	400	-	-	40	-	-	-
NR 140 PAL	0.5	140	12	200	96	1000	0.02	80	-	-	8	-	-	-

MW-5	Top of Well Screen: 98.38	Length of Well Screen: 10 Feet	(Gas Site Well)
24-Nov-00	well had yet to be installed		
17-Oct-01	<0.48	<0.43	<0.67
28-Jan-02	<0.48	<0.43	<0.67
	<1.94	<0.021	<0.025
	<1.94	<0.021	<0.024
	<1.03	<1.03	<0.032
	<1.03	<1.03	<0.033
			<0.023
			<0.022
			0.055
			Q
			95.53

Field Blank														
24-Nov-00	<0.15	<0.5	<0.3	<0.4	<0.55	<0.55	na	-						
17-Oct-01	<0.48	<0.43	<0.67	<0.47	<1.03	<1.94	na	-						
28-Jan-02	<0.45	<0.82	<0.43	<0.68	<1.86	<2.47	na	-						

Explanation:

All elevations are in feet relative to the site datum of 100 feet.

All results are reported in ug/l, micrograms per liter

Results in bold equal or exceed the NR 140 Wis. Adm. Code Enforcement Standard

Results in italics equal or exceed the NR 140 Wis. Adm. Code Preventative Action Limit

<0.40 = less than the indicated limit of detection (LOD)

Q = a parameter was above the LOD but below the limit of quantitation (LOQ)

na = not analyzed for this parameter during this sampling event

nr = water levels not recorded during this sampling event because well had yet to be developed

-- = does not apply

TABLE 2
SOIL ANALYTICAL RESULTS SUMMARY
GASOLINE SITE

Organics and Metals
 City of Ashland - Water Utility Pump Station
 Ashland, Wisconsin

SAMPLE DESCRIPTIONS				PVOCs / VOCs (mg/kg)														
Sample Location	Sample Date	Depth (ft. bgs)	PID (ppm eq)	Qualifiers	GRO	Lead	Benzene	n-Butylbenzene	Ethylbenzene	Isopropylbenzene	Methylene Chloride	Methyl-tert-butyl-ether	Naphthalene	n-Propylbenzene	Toluene	1,3,5-Trimethylbenzene	1,2,4-Trimethylbenzene	Total Xylenes
SB-1	5/16/2000	6-8	68.0	Q	27.5	na	<0.025	na	0.038	na	na	<0.025	na	na	<0.025	<0.025	<0.025	<0.025
SB-2	5/16/2000	10-12	0.2	Q	<5.49	na	<0.025	na	<0.025	na	na	<0.025	na	na	<0.025	<0.025	<0.025	<0.050
SB-3	5/16/2000	6-8	169.0	Q	163	na	0.308	na	2.150	na	na	<0.100	na	na	0.671	2.520	9.950	1.412
SB-4	5/16/2000	6-8	1000	Q	35.4	9.02	0.366	126	0.746	0.00947	0.00344	<0.025	0.319	0.348	1.640	0.824	3.340	4.700
SB-5	5/16/2000	14-16	0.0	Q	<5.59	na	<0.025	na	0.0315	na	na	<0.025	na	na	<0.025	<0.025	0.0331	0.033
Field Blank	5/16/2000	-	--	Q	<5.00	na	<0.025	<0.025	<0.025	<0.025	0.0539	<0.025	<0.025	<0.025	<0.025	<0.025	<0.025	<0.050
NR 720 RCLs					100	50	0.0055	--	2.9	--	--	--	--	--	1.5	--	--	4.1
NR 746.06 Table 1 (free product indic)					--	--	8.5	--	4.6	--	--	--	27	--	38	11	83	42
NR 746.06 Table 2 (direct contact standard)					--	--	1.1	--	--	--	--	--	--	--	--	--	--	--

Explanation:

All results are reported in mg/kg milligrams per kilogram

Results in bold

PID results are reported in parts per million (ppm) s isobutylene equivalents

<1.5 = not detected above the indicated detection limit

-- = does not apply

na = not analyzed for this parameter

Q = a parameter was qualified by the laboratory

TABLE 2
SOIL ANALYTICAL RESULTS SUMMARY
DIESEL SITE
Organics and Metals
City of Ashland - Water Utility Pump Station
Ashland, Wisconsin

SAMPLE DESCRIPTIONS				DRO (mg/kg)	PVOCs (mg/kg)						
Sample Location	Sample Date	Depth (ft. bgs)	PID (ppm eq)	Qualifiers	DRO	Benzene	Ethylbenzene	Toluene	1,3,5-Trimethylbenzene	1,2,4-Trimethylbenzene	Total Xylenes
SB-1	5/16/2000	8-10	1.9	Q	10.4	<0.025	0.0344	<0.025	<0.025	<0.025	0.0496
SB-1	5/19/2000	10-12	0.0		<5.41	<0.025	<0.025	<0.025	<0.025	<0.025	<0.050
SB-2	5/19/2000	10-12	0.0		<5.35	<0.025	<0.025	<0.025	<0.025	<0.025	<0.050
SB-3	5/19/2000	6-8	1.4		<6.14	<0.025	<0.025	<0.025	<0.025	<0.025	<0.050
SB-4	5/19/2000	8-9	8.9		<5.50	<0.025	<0.025	<0.025	<0.025	<0.025	<0.050
SB-5	5/19/2000	11-12	2.0	Q	12.3	<0.025	0.0465	0.120	<0.025	<0.025	<0.050
MeOH Blank	5/19/2000	-	-		<5.00	<0.025	<0.025	<0.025	<0.025	<0.025	<0.050
NR 720 RCLs (mg/kg)					100	0.0055	2.9	1.5	-	-	4.1
NR 746.06 Table 1 (free product indicator) (mg/kg)					-	8.5	4.6	38	11	83	42
NR 746.06 Table 2 (direct contact standard) (mg/kg)					-	1.1	-	-	-	-	-
Groundwater Pathway (Publication RR-519-97)					-	-	-	-	-	-	-
Direct Contact Pathway (publication RR-519-97)					-	-	-	-	-	-	-

Explanation:

Results in bold equal or exceed the NR 720.09 Wis. Adm. Code

Residual Contaminant Level (RCL)

PID results are reported in parts per million (ppm) s isobutylene equivalents

<1.5 = Not detected above the indicated detection limit

-- = Does not apply

na = Not analyzed for this parameter

Q = A parameter was detected below the LOQ but above the LOD

**TABLE 2
SOIL ANALYTICAL RESULTS SUMMARY**

DIESEL SITE

Organics and Metals
City of Ashland - Water Utility Pump Station
Ashland, Wisconsin

SAMPLE DESCRIPTIONS				PAHs (mg/kg)							
Sample Location	Sample Date	Depth (ft. bgs)	PID (ppm eq)	Qualifiers	Anthracene	Benzo(a)Anthracene	Benzo(a)Pyrene	Benzo(b)Fluoranthene	Benzo(k)Fluoranthene	Benzo(ghi)Perylene	Chrysene
SB-1	5/16/2000	8-10	1.9	Q	na	na	na	na	na	na	na
SB-1	5/19/2000	10-12	0.0		na	na	na	na	na	na	na
SB-2	5/19/2000	10-12	0.0		na	na	na	na	na	na	na
SB-3	5/19/2000	6-8	1.4		na	na	na	na	na	na	na
SB-4	5/19/2000	8-9	8.9		<0.00319	<0.00275	<0.053	<0.00121	<0.00132	<0.0011	<0.0022
SB-5	5/19/2000	11-12	2.0	Q	0.0106	0.0189	0.00994	0.0219	0.00951	0.0152	0.0177
MeOH Blank	5/19/2000	-	-		na	na	na	na	na	na	na
NR 720 RCLs (mg/kg)											
NR 746.06 Table 1 (free product indicator) (mg/kg)											
NR 746.06 Table 2 (direct contact standard) (mg/kg)											
Groundwater Pathway (Publication RR-519-97)											
Direct Contact Pathway (publication RR-519-97)											
3000	17	48	360	870	6800	37					
5000	0.088	0.0088	0.088	0.88	1.8	8.8					

Explanation:

Results in bold equal or exceed the NR 720.09 Wfs. Adm. Code

Residual Contaminant Level (RCL)

PID results are reported in parts per million (ppm) s isobutylene equivalents

<1.5 = Not detected above the indicated detection limit

-- = Does not apply

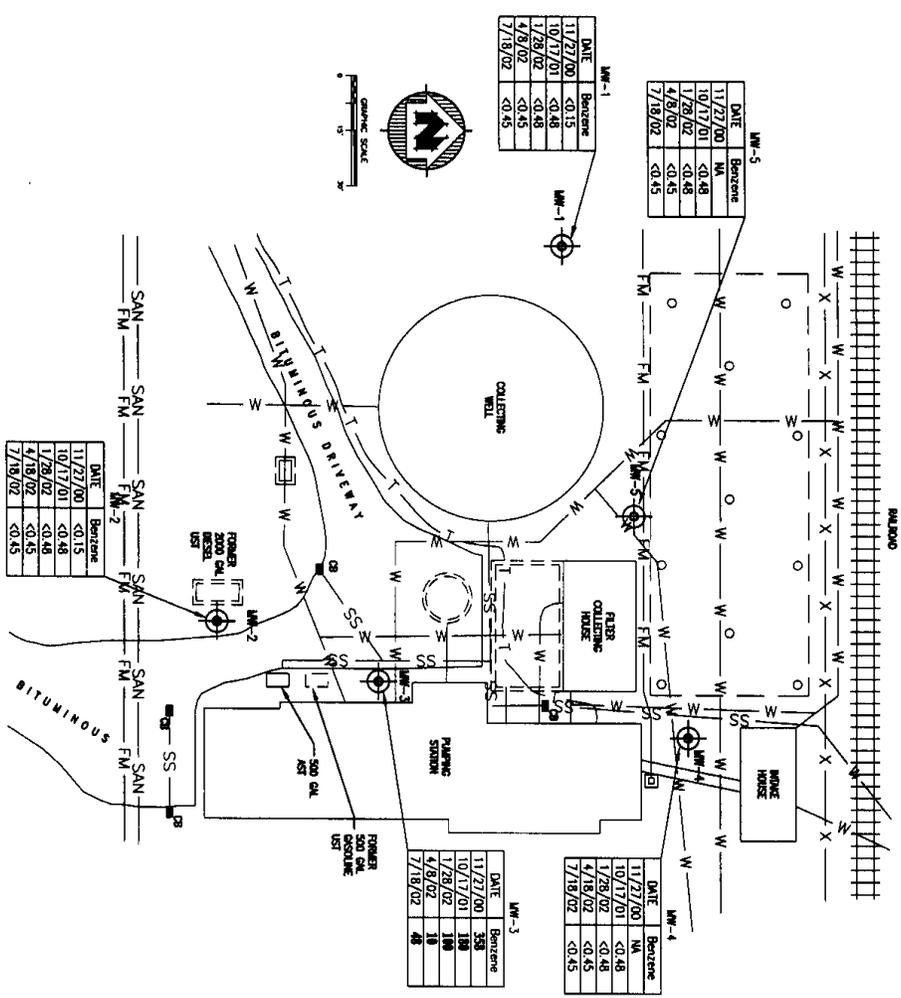
na = Not analyzed for this parameter

Q = A parameter was detected below the LOQ but above the LOD

TABLE 2
SOIL ANALYTICAL RESULTS SUMMARY
DIESEL SITE
Organics and Metals
City of Ashland - Water Utility Pump Station
Ashland, Wisconsin

SAMPLE DESCRIPTIONS				PAHs (mg/kg)							
Sample Location	Sample Date	Depth (ft. bgs)	PID (ppm eq)	Qualifiers	Dibenzo(a,h)Anthracene	Fluoranthene	Indeno(1,2,3-cd)Pyrene	1-Methylnaphthalene	2-Methylnaphthalene	Phenanthrene	Pyrene
SB-1	5/16/2000	8-10	1.9	Q	na	na	na	na	na	na	na
SB-1	5/19/2000	10-12	0.0		na	na	na	na	na	na	na
SB-2	5/19/2000	10-12	0.0		na	na	na	na	na	na	na
SB-3	5/19/2000	6-8	1.4		na	na	na	na	na	na	na
SB-4	5/19/2000	8-9	8.9		<0.00154	<0.00286	<0.00187	<0.00319	<0.00253	<0.00176	<0.00341
SB-5	5/19/2000	11-12	2.0	Q	0.0192	0.0599	0.0154	0.00713	0.00884	0.0543	0.0193
MeOH Blank	5/19/2000	-	-		na	na	na	na	na	na	na
NR 720 RCLs (mg/kg)					-	-	-	-	-	-	-
NR 746.06 Table 1 (free product indicator) (mg/kg)					-	-	-	-	-	-	-
NR 746.06 Table 2 (direct contact standard) (mg/kg)					-	-	-	-	-	-	-
Groundwater Pathway (Publication RR-519-97)					38	500	680	23	20	1.8	8700
Direct Contact Pathway (publication RR-519-97)					0.0088	600	0.088	1100	600	18	500

Explanation:
Results in bold equal or exceed the NR 720.09 Wis. Adm. Code
Residual Contaminant Level (RCL)
PID results are reported in parts per million (ppm) s isobutylene equivalents
<1.5 = Not detected above the indicated detection limit
-- = Does not apply
na = Not analyzed for this parameter
Q = A parameter was detected below the LOQ but above the LOD



LEGEND

- FM — SANITARY SEWER FORCEMAIN
- SAN — SANITARY SEWER
- SS — STORM SEWER
- W — WATERMAIN
- T — UNDERGROUND TELEPHONE
- — MONITORING WELL
- — MANHOLE

100

<0.45

NA

RESULTS REPORTED IN ug/L

RESULTS IN BOLD INDICATE CONCENTRATIONS EQUAL OR EXCEED THE WIS. APM CODE ON NR140 ENFORCEMENT STANDARD

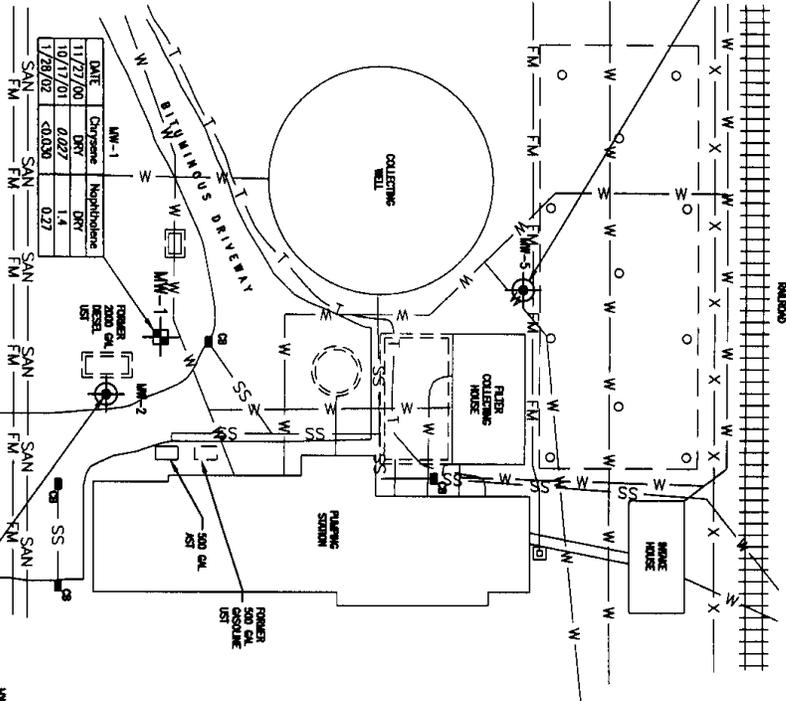
WELL HAD YET TO BE INSTALLED

FIGURE 6
GROUNDWATER ANALYTICAL RESULTS

HAZARDOUS WASTE
CASOLINE SITE
WATER VALVE PUMP STATION
CITY OF ASHLAND, WISCONSIN

HEM
ANALYTICAL SERVICES
200 WEST FIRST STREET, SUITE 200
ASHLAND, WISCONSIN 54806
TEL: 715-785-1100 FAX: 715-785-1101

DATE	Chrysenic	Naphthalene
11/27/00	NA	<0.012
10/17/01	<0.021	<0.012
1/28/02	<0.021	0.055



DATE	Chrysenic	Naphthalene
11/27/00	NA	1.5
10/17/01	0.027	0.27
1/28/02	<0.030	0.27

DATE	Chrysenic	Naphthalene
11/27/00	NA	0.021
10/17/01	<0.018	0.021
1/28/02	<0.025	<0.018

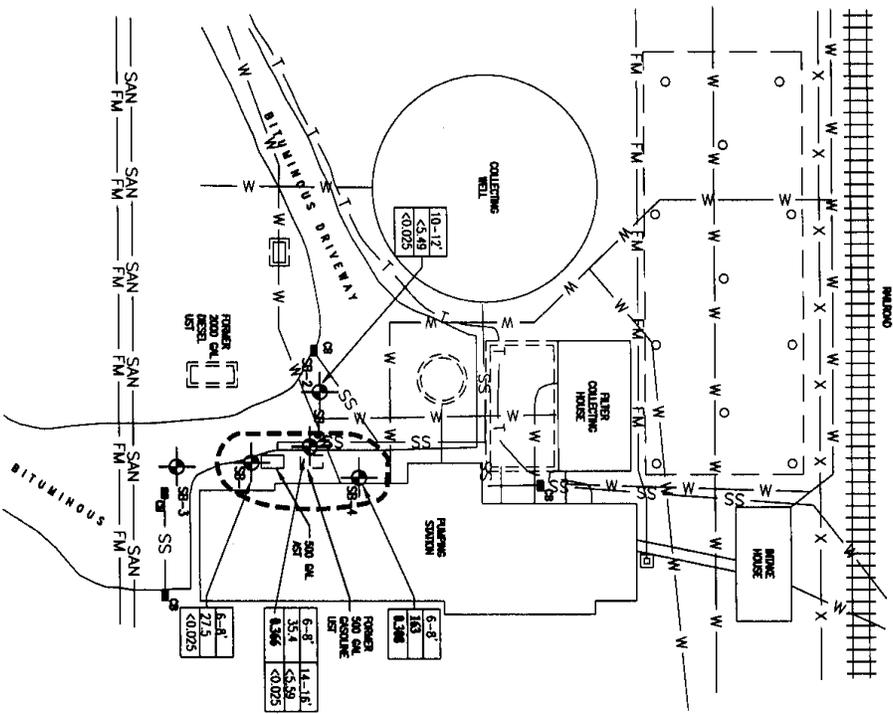
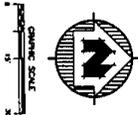
LEGEND

- FM — SANITARY SEWER FORCEMAIN
- SAN — SANITARY SEWER
- SS — STORM SEWER
- W — WATERMAIN
- T — UNDERGROUND TELEPHONE
- ⊕ — MONITORING WELL
- ⊕ — MONITORING DIESEL SITE
- ⊕ — MONITORING WELL - ADJACENT GASOLINE SITE.
- ⊕ — LESS THAN INDICATED DETECTION LIMIT
- (NA) — NOT ANALYZED FOR THIS PARAMETER OR WELL HAD YET TO BE INSTALLED

RESULTS REPORTED IN $\mu\text{g}/\text{L}$
BOLD NUMBERS INDICATE CONCENTRATIONS THAT EXCEED THE WISCONSIN ADM. CODE CH. NR 140 ENFORCEMENT STANDARD NUMBERS ITALICIZED EXCEED THE PREVENTATIVE ACTION LIMIT

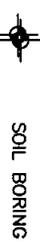
FIGURE 7
 GROUNDWATER ANALYTICAL RESULTS

AREEN
 ANALYTICAL SERVICES
 200 WEST HUNTER STREET - MILWAUKEE, WISCONSIN 53204
 TEL: 414-224-1100 FAX: 414-224-1101
 WWW: WWW.AREEN.COM



LEGEND

- FM — SANITARY SEWER FORCE MAIN
- SAN — SANITARY SEWER
- SS — STORM SEWER
- W — WATERMAIN
- T — UNDERGROUND TELEPHONE



SOIL BORING

6-8'	35.4	SAMPLE INTERVAL (FT)
6-8'	8.346	GRO CONCENTRATION (mg/kg)
6-8'	8.346	BENZENE CONCENTRATION (mg/kg)

<0.025
LESS THAN INDICATED
DETECTION LIMIT

RESULTS IN BOLD EQUAL OR
EXCEED THE NR 720.09
MS. ADMIN. CODE RESIDUAL
CONTAMINANT LEVEL (RCL)

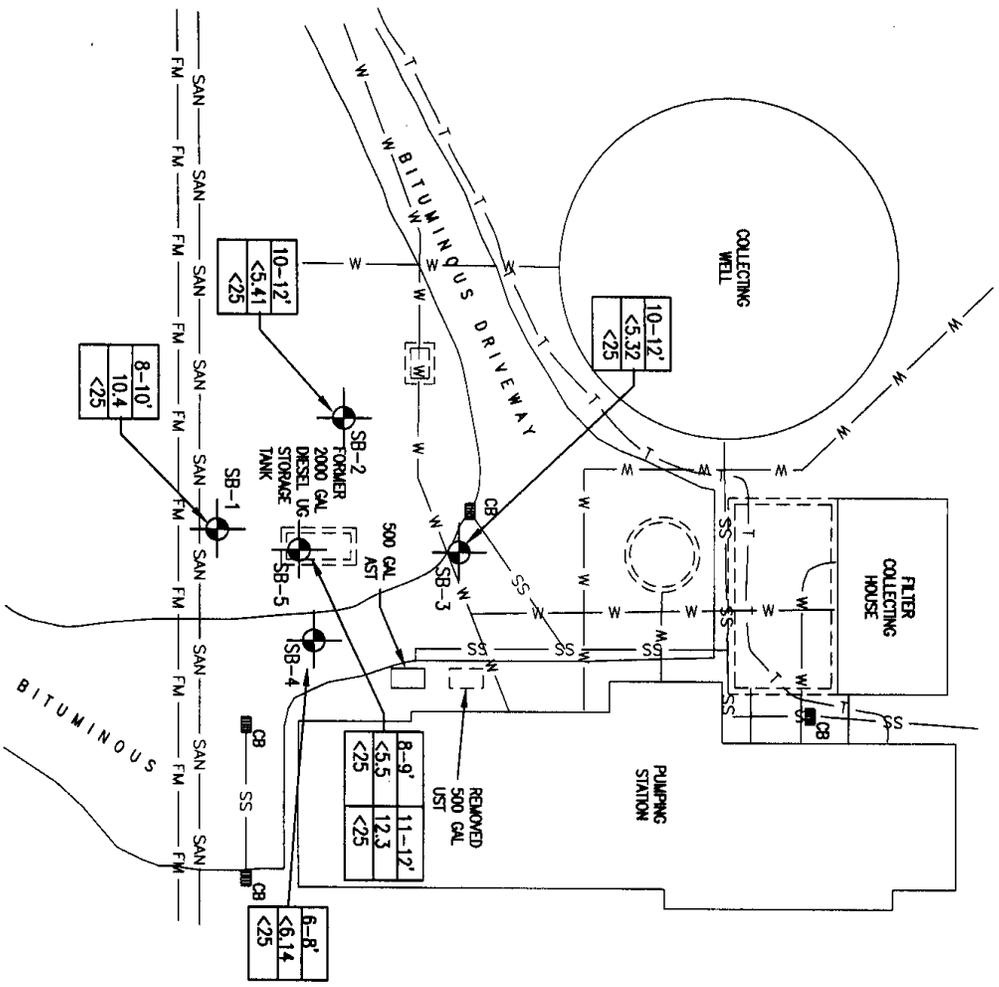
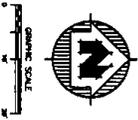
APPROXIMATE EXTENT
OF SOIL CONTAMINATION
GREATER THAN RCL'S.

FIGURE 4
SOIL ANALYTICAL
RESULTS

GASOLINE SITE
UNDER URBAN PLUMB SYSTEM
CITY OF KENNA, ALASKA, RESOURCES

THE STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
221 WEST BRIDGES BLVD
ANCHORAGE, ALASKA 99501-1001 • TEL: 281-280-4900
FAX: 281-280-4901 • WWW: DECEM.AK.GOV

NO. 151	DATE: 7-2-02
PROJECT: GASOLINE SITE	SCALE: AS NOTED
BY: [Signature]	DATE: [Blank]
CHECKED BY: [Signature]	DATE: [Blank]



LEGEND

- FM — SANITARY SEWER FORCEMAIN
- SAN — SANITARY SEWER
- SS — STORM SEWER
- W — WATERMAIN
- T — UNDERGROUND TELEPHONE
- SOIL BORING

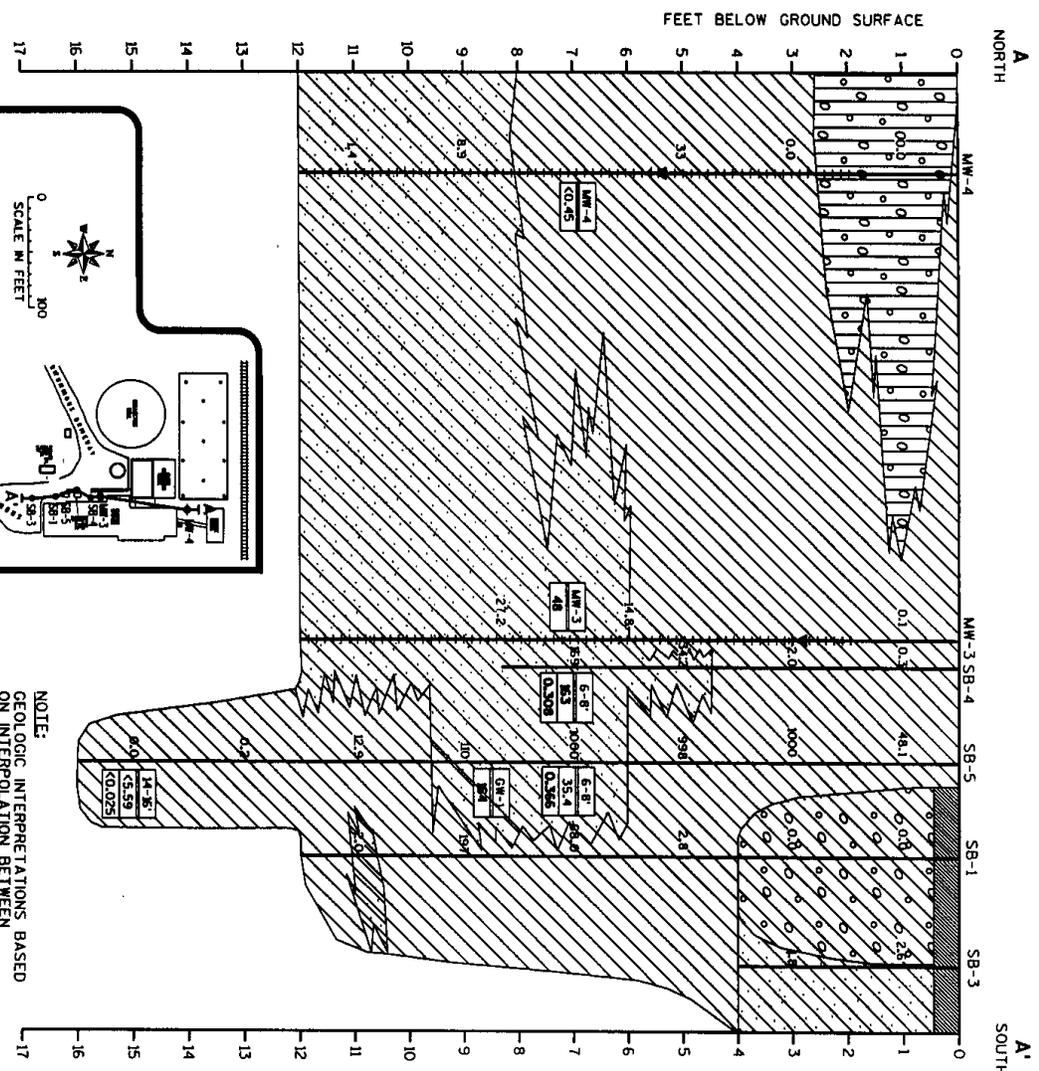
11-12'
<5.24
<0.025

SAMPLE INTERVAL (FT)
 GRO (mg/kg)
 BENZENE (ug/kg)

FIGURE 2
SOIL ANALYTICAL RESULTS

PREM
 PROFESSIONAL ENGINEER
 NO. 1511
 DIVISION OF PROFESSIONAL ENGINEERS
 STATE OF WISCONSIN
 200 EAST WISCONSIN AVENUE
 MILWAUKEE, WISCONSIN 53201
 TEL: 414-224-2200 FAX: 414-224-2201

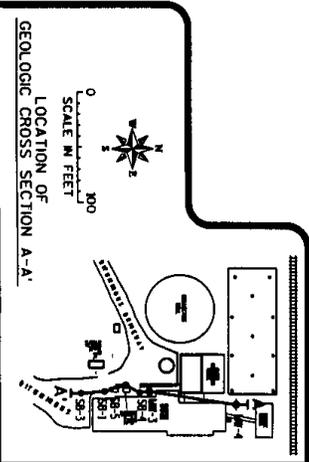
DATE: 8-30-03
 DRAWN BY: [Name]
 CHECKED BY: [Name]



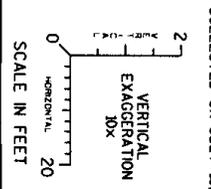
FEET BELOW GROUND SURFACE

A' NORTH

A' SOUTH



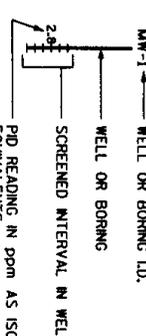
NOTE:
GEOLOGIC INTERPRETATIONS BASED ON INTERPOLATION BETWEEN BORINGS AND MAY NOT REPRESENT ACTUAL SUBSURFACE CONDITIONS.



CROSS SECTION REFERENCE

LEGEND

- ASPHALT
- ML INORGANIC SILT OR CLAYEY SILTS
- SC CLAYEY SAND
- CL INORGANIC CLAY, SANDY CLAYS OR SILTY CLAYS
- GM-GC WELL GRADED GRAVEL WITH CLAY FILL



APPROXIMATE LOCATION OF POTENTIOMETRIC SURFACE ACCORDING TO WATER LEVEL DATA RECORDED IN MONITORING WELLS ON JULY 18, 2002

LABORATORY ANALYTICAL RESULTS

E-81	GR0	35.4	BENZENE CONCENTRATION (mg/kg)
E-82	GR0	0.365	BENZENE CONCENTRATION (mg/kg)

GM-3	48	BENZENE CONCENTRATION (µg/L)
GM-1	54	BENZENE CONCENTRATION (µg/L)

BOLD NUMBERS INDICATE DETECTION EXCEEDS STANDARDS

NA = NOT ANALYZED FOR THIS PARAMETER

<0.025 = LESS THAN INDICATED DETECTION LIMIT

SOIL AND GROUNDWATER SCREENING SAMPLES WERE COLLECTED FROM SOIL BORINGS ON MAY 16, 2000.

GROUNDWATER SAMPLES FROM MONITORING WELLS WERE COLLECTED ON JULY 18, 2002.

FIGURE 8
GEOLOGIC CROSS SECTION A-A'

GASOLINE SITE
WATER UTILITY PUMP STATION
ASHLAND, WISCONSIN

ASHTON CONSULTING ENGINEERS, INC.

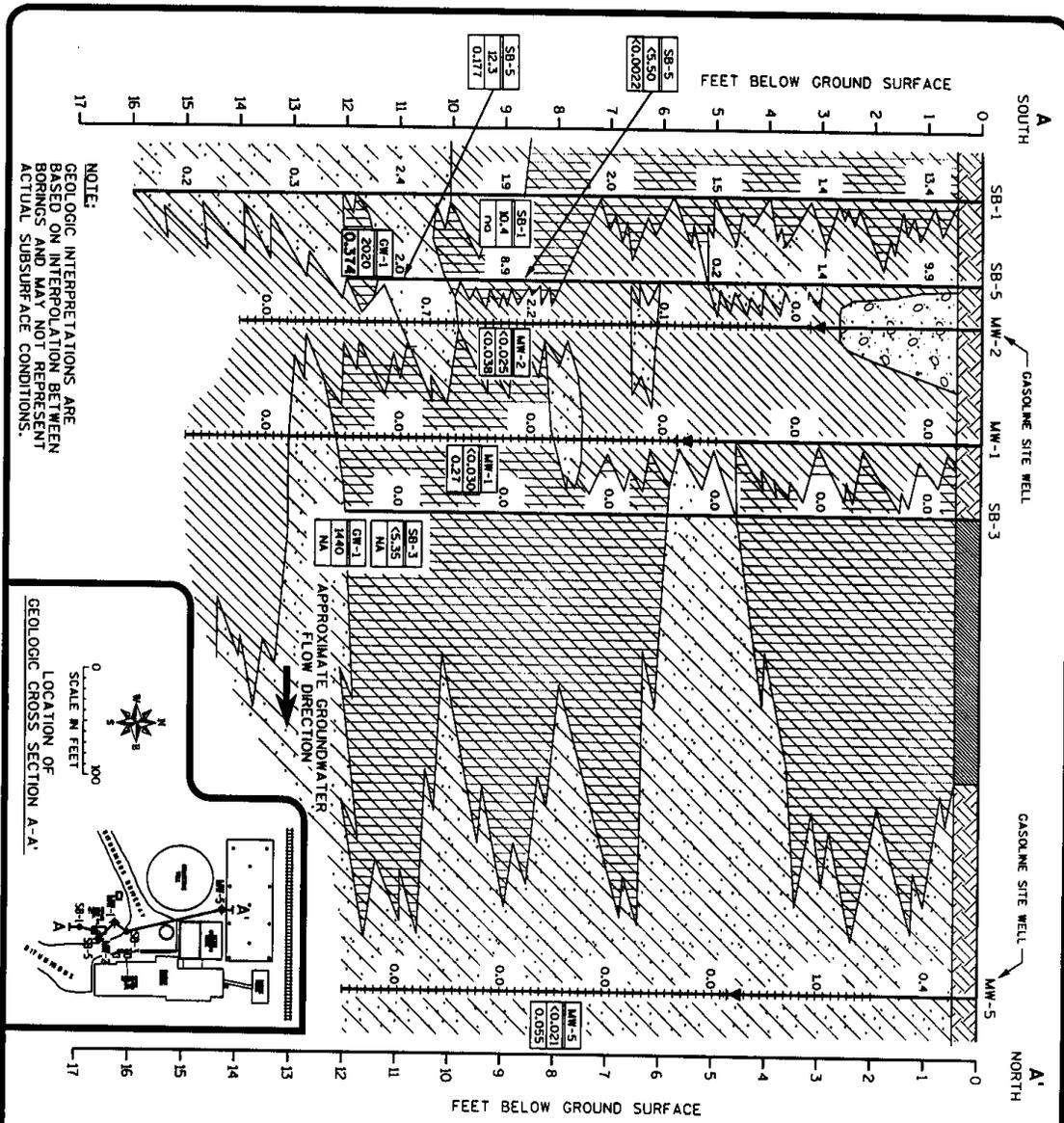
400 SOUTH OF STATE STREET
SHEFFIELD CENTER
SHEFFIELD, WISCONSIN 54886

PHONE: 715-835-1100 FAX: 715-835-0248

DATE: 4-3-02

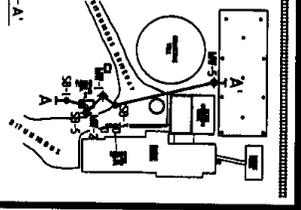
SCALE AS NOTED

62700022XA



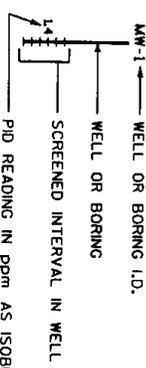
NOTE:
GEOLOGIC INTERPRETATIONS ARE BASED ON INTERPOLATION BETWEEN BORINGS AND MAY NOT REPRESENT ACTUAL SUBSURFACE CONDITIONS.

0 100
SCALE IN FEET
LOCATION OF GEOLOGIC CROSS SECTION A-A'



LEGEND
CROSS SECTION REFERENCE

- TOPSOIL
- ASPHALT
- CL-MI SILTY CLAY
- SC CLAYEY SAND
- CLAY, SANDY CLAY
- GW WELL GRADED SAND AND GRAVEL (FILL)



APPROXIMATE LOCATION OF POTENTIOMETRIC SURFACE ACCORDING TO WATER LEVEL DATA RECORDED IN MONITORING WELLS ON JULY 18, 2002

LABORATORY ANALYTICAL RESULTS

SOIL SAMPLE NUMBER & LOCATION	GROUNDWATER SCREENING SAMPLE NUMBER & LOCATION
SB-1 X-4 DRO IN mg/Kg CHRYSENE IN mg/Kg	GW-1 DRO IN µg/L CHRYSENE IN µg/L
SB-5 DRO IN mg/Kg CHRYSENE IN mg/Kg	MW-1 MONITORING WELL GROUNDWATER SAMPLE NUMBER & LOCATION CHRYSENE IN µg/L
MW-1 DRO IN µg/L CHRYSENE IN µg/L	

SOIL AND GROUNDWATER SCREENING SAMPLES WERE COLLECTED FROM SOIL BORINGS ON MAY 16, 2001.
GROUNDWATER SAMPLES FROM MONITORING WELLS WERE COLLECTED ON JANUARY 28, 2002.

BOLD NUMBERS INDICATE DETECTION EXCEEDS STANDARDS
NA = NOT ANALYZED FOR THIS PARAMETER

<0.30 = NOT DETECTED ABOVE INDICATED DETECTION LIMIT.

0 20
SCALE IN FEET
VERTICAL EXAGGERATION 10X

FIGURE 8
GEOLOGIC CROSS SECTION A-A'
DIESEL SITE
WATER UTILITY PUMP STATION
ASHLAND, WISCONSIN

PREM
ANALYTICAL SERVICES
2000 W. WISCONSIN ST., SUITE 200
MILWAUKEE, WI 53233
TEL: 414-224-1100
FAX: 414-224-1101
WWW.PREM.COM

DATE: 4-3-02
SCALE: AS NOTED
DRAWN BY: RIM
CHECKED BY: [Signature]

I certify that to the best of my knowledge that the attached legal description completely and accurately describes all properties within or partially within the contaminated site boundaries associated with WDNR file no. 03-02-222110.



Authorized Representative

12-20-02
Date